



THE CLUB CAR



Bulletin 698

Pacific Locomotive Association, Inc.

October 2021

Acquisition of the SP2479



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President's Message

It is early October, and activities are in full swing to prepare for the 2021 Train of Lights. The decorating crews are making great time in getting the train completely decorated with new lights and displays. And we are doing really good in getting a jump on volunteer sign-ups. This year may be particularly more difficult due to the pandemic situation, but we are getting a lot of new volunteers signing up, as well as

a number of volunteers with past TOL experience. My thanks to everyone for signing up early. There are still a number of car host and commissary positions that need to be filled, so check your calendar and see where you can help us out. It is usually a lot of fun and we try to make it as easy as possible for the volunteers.

As of now, we are not clear what the pandemic protocols are going to be. Vaccination proof is not currently re-

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

NILES CANYON RAILWAY

MEETINGS

Board of Directors Meeting

**Saturday
OCTOBER 9
2:15 PM**

In Whitehouse @ Brightside
In-person & Teleconference

Membership Meeting

OCTOBER 9

(Following BOD Meeting)

Voting to enable a vote on
allowing the voting members
to vote on proposed PLA
Bylaw changes.

The vote will not be to
approve changes, simply to
allow a vote to be taken in the
future.

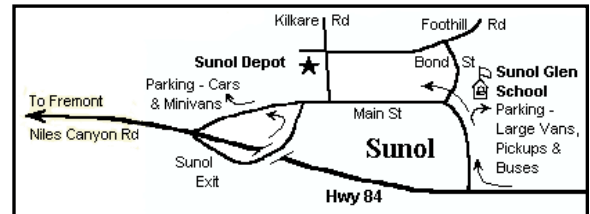
In-person & Teleconference

(Email will be sent on how to
access meeting by phone or
computer).

BOARDING LOCATIONS

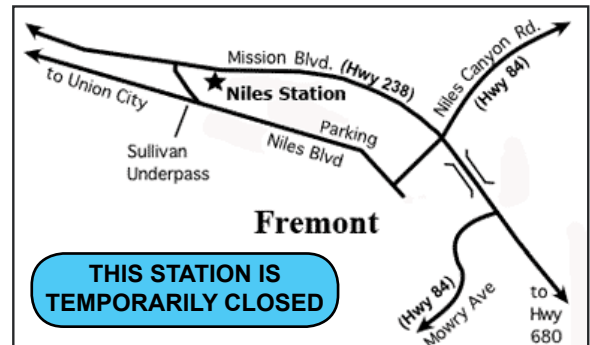
SUNOL DEPOT

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
Treasurer	Pat Stratton	(650) 888-8619
General Manager	Stephen Barkkarie	(510) 368-1733
Director-At-Large	Kent Hedberg	(415) 608-3811
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 .

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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

===== October Activities =====

October 2	1st Saturday	MoW Building East	8:00 am (Brightside)	- Mike Strider
October 9	2nd Saturday	Board of Directors Meeting, 2:15 pm (Brightside)		
October 9	2nd Saturday	Membership Meeting, (Brightside) Following BOD Meeting		
October 9	2nd Saturday	Regular Train Operations, Sunol, 10:30 am & 1:00 pm		
October 10	2nd Sunday	Regular Train Operations, Sunol, 10:30 am & 1:00 pm		
October 16	3rd Saturday	Regular Train Operations, Sunol, 10:30 am & 1:00 pm		
October 17	3rd Sunday	Regular Train Operations, Sunol, 10:30 am & 1:00 pm		
October 23	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 2,728 volunteer hours for the month of August. 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 is reported to me by the Membership Secretary, and do not need to be e-mailed to me.

ADMINISTRATION

Henry Baum
Mike Strider
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
Steve Slabach

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Steve Jones

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Denis Murchison
Dennis Mann
Howard Wise
Jeff Haslam
Jim McDaniel
Joan Weber

CAR DEPARTMENT

Marshall Williams
Norm Fraga
Pete Goodier
Phil Stone
Ray Freeman
Steve Van Meter
Terry Stokes
Tom Crawford

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Sue Thomas

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Rich Alexander

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Rob Giles

ELECTRICAL & SIGNALS

Bent Christensen
Curt Hoppins

ELECTRICAL & SIGNALS

Jim Stewart
Kent Hedberg

FACILITIES

Bob Bailey
Bob Bradley
Doug Debs
Gerry Feeney
Jack Harrington
John Zielinski
Linda Stanley
Matt Petach
Randolph Ruiz
Rich Gove
Steve Coon
Steve Jones
Wesley Van Osdol

GIFT SHOP

Charlene Murrell
Gail Hedberg
Patrice McDonald

MECHANICAL

Alan Siegwarth
Bill Ross
Bill Stimmerman
Charles Franz
Chris Campi
Chuck Kent
Dee Murphy
Gerald DeWitt

MECHANICAL

Gerry Feeney
Henry Chandler
Howard Wise
Jeff Schwab
Justin Legg
Karl Swartz
Kent Hedberg
Linda Stanley
Rich Gove

MEETINGS

Alex Castro
Bob Pratt
Charles Smith
Curt Hoppins
Donald Kirker
Donna Alexander
Doug Vanderlee
Ed Best
Gail Hedberg
Jeff Haslam
Jim Baber
Jim Evans
Jim Gilmore
Jim Stewart
Karen Kadaja
Kent Hedberg
Kurt Olsen
Leslie Smith
Linda Stanley
Mark Whitman
Marshall Williams
Matt Petach

MEETINGS

Mike Strider
Pat Stratton
Paul Veltman
Peter Midnight
Rich Alexander
Rob Giles
Roger McCluney
Steve Barkkarie
Steve Coon
Steve Jones
Steve Slabach
Tim Flippo
Tom Eikerenkotter
Tom Libbey
Warren Haack
Zona Fowler

MOW & TRACK

Bob Bailey
Bob Pratt
Chris Campi
Doug Vanderlee
John Zielinski
Jorg Linke
Ken Southwick
Matt Petach
Mike Strider
Ron Thomas
Steve Barkkarie
Wesley Van Osdol

OTHER

Barry Lependorf
Dennis Mann
Ed Best
Gail Hedberg
Gerry Feeney
Joe Romani
John Zielinski
Kent Hedberg
Linda Stanley
Patrice Warren
Zonker Harris

SWITCHING CREW

Ed Best
Gerry Feeney
Kent Hedberg
Mark Miller
Rich Anderson

TRAIN CREW

Bill Ross
Bob Pratt
Brad Jones
Chris Chisom
Chris Hamilton
Ed Best
George Mednick
Jackie Vlasak
Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Kent Hedberg

TRAIN CREW

Mark Miller
Rich Anderson
Ron Quilici
Ron Thomas
Scott Crislip
Ted Unruh
Warren Haack

TRAIN OF LIGHTS

Bev Barkkarie
Bob Moore
Cynder Niemela
Dexter Day
Donna Alexander
Jim McDaniel
Joan Weber
John Burnside
John Link
Marshall Williams
Norm Fraga
Phil Stone
Ron Thomas
Sally Mills
Steve Barkkarie
Steve Van Meter
Sue Thomas
Terry Stokes
Tim Flippo
Tom Crawford

NILES CANYON RAILWAY

President's Message

Henry Baum - President

Continued from Page 1

quired in Alameda County, but it does look like that is likely to change, as most of the surrounding Counties are requiring it. We plan to make sure our passengers understand what MAY be required when they purchase their tickets and will agree to do what is necessary in the way of providing proof as required or staying home. This will remain fluid and may require us to find some additional late-in-the-game volunteers to help with monitoring the protocols. Why won't this virus just go away!

I promised more details on the California Trolley and Railroad Corporation (CTRC) acquisition and want to keep you up to date on what is happening. The Niles Topological survey work has been completed, and work continues to proceed on bringing water onto the Niles site. We are getting things ready. Once the survey results are provided, our good friend, member, Volunteer and official PLA architect Randolph Ruiz will begin developing concept drawings for the installation of the turntable, roundhouse and water tank on the site. Once these concepts are developed, we will solicit feedback from our members and start spreading out to the surrounding community in Niles, Fremont, and Alameda County. And then we can also start going after trying to fund the construction projects.

The acquisition consists of several major items, and a huge amount of support materials. Probably of most interest is the SP2479, a Bay Area native and sister to our SP2467 and GGRM's SP2472. This locomotive has been undergoing restoration at CTRC for the last 20 years. Everything you want or need to know about this locomotive is available on the Internet, so you can easily get your questions answered there. I shared a recent photo of this beauty on page 1.

The locomotive will be partially disassembled for relocation, requiring that the boiler be separated from the running gear. Once on property, the locomotive will be restored to its current condition, ready for continued restoration. As our Steam Department is up to its neck in activities in keeping our current steamers running and readying the SP1744 for its return to service, the SP2479 will have to take a back burner. Or will it? As part of the deal, the CTRC members who are actively working on the SP2479 restoration will be coming with the locomotive. Most of these folks are already PLA members and help out with our Steam program, so we do not see the potential for problems with keeping all projects moving forward. Once the locomotive arrives on property, and ownership is transferred, a restoration completion program will be developed. This will also require a review of the necessary expenditures to complete the project, developing a timeline for the restoration, and developing a revenue-generating Operation plan for the locomotive, to recover the expenses and let folks experience this locomotive doing its thing, as when SP2472 was running in the canyon. The

guesstimate for all this is about 3 years and \$300K, and only a 20% confidence rating. This will get tightened up as we get into it. Hopefully the locomotive will be ready to relocate sometime in 2022.



Probably the first item that will relocate is the 80-foot Lenz turntable. This is the item most ready to be moved as it is just a gigantic bridge and some much smaller parts (the center pivot, the motor and the 200+ feet of curved rails for in the pit). The turntable bridge (see photo above) will need to be hoisted with a crane and loaded onto a many-axle flatbed (don't remember what they said the bridge weighs, but it is a lot) trailer for the ride up I-680 and delivery at the Niles Wye. Then a crane will be used to remove the bridge from the trailer and placed on the ground and out of the way along the Niles property periphery until we can put it in place.



Lenzen Roundhouse window frames.

NILES CANYON RAILWAY

President's Message

Henry Baum - President



Lenzen Roundhouse

The Lenzen turntable is extremely similar to the turntable in place at California State Railroad Museum in Sacramento. In fact, we will be relying on their experiences and knowledge from reinstalling their turntable to allow us to reinstall ours. The turntable is pretty much a stand-alone project, requiring only a really good idea of where it needs to be in relation to what is already in Niles and the future development. This is where Randy's conceptual design work will come into play. Pinning the turntable center point inside the wye and in relation to the roundhouse will allow us to move forward in developing the site. The largest cost for getting the turntable installed will be fabricating the concrete turntable pit. The pit is basically just a round concrete swimming pool and can be constructed using similar techniques. Proper drainage is required to ensure the pit does not in fact turn into a swimming pool, but that is all part of the engineering work that needs to be performed. As most of this project will be below grade, the permitting project may be fairly straightforward. And once a crane sets the bridge in place, the turntable should be able to be

Continued on Next Page



Lenzen Roundhouse bricks.

NILES CANYON RAILWAY

President's Message

Henry Baum - President

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used shortly thereafter. The radial tracks can be laid out and installed and become the first steps in the roundhouse reconstruction.

The current thinking is we will reinstall the 5-stall roundhouse so it appears as it does in the photo above, inside the wye and centered on the turntable. Currently the roundhouse is stored deconstructed, also pallets of bricks and wooden members, which will be relocated. The roundhouse will not be a true restoration or even a re-creation as it will require seismic modifications to its core structure. The stalls will also require doors (probably roll-ups) as things stored in the roundhouse will need to be protected from the elements and the typical Niles vermin. As the round-



Lenzen Water Tank.

house cannot properly store a locomotive as large as the SP2479, a separate 2-stall roundhouse will be constructed having greater length to store the larger locomotives in our collection. Due to its location, it is expected the Niles roundhouses will be more for the storage and display of locomotives but will have the necessary equipment to allow regular prep work and firing-up procedures for putting the locomotives stored there into service. No pits or heavy machinery required; major work will continue to be performed in Brightside.

And then there is this giant of a water tank. It is very similar to the water tank that was in Niles, right near our current depot location. It is unclear if that is the best place for it, or if a location near the round house is more suitable. What is not unclear is that the water tank will need to be cut into smaller pieces to be moved efficiently. We looked into moving the tank intact via helicopter, but that plan was not practical. Look at the size of this thing. The tank will be separated into pieces and transported, and then reassembled to its current state. Lots more planning needs to be done to figure out what is the best way to use this item. It is unknown if it can be reinstalled to its original service with current seismic requirements and structural engineering. But it will look cool no matter what we do with it.

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

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

Respectfully submitted
Henry Baum



Photo by Chris Hauf

NCRy Burro Crane with U.S. Army flatcar.

NILES CANYON RAILWAY

Train of Lights

I'd like to thank everyone who has already signed up to help with our Train of Lights this year. We have many of our seasoned members and some new members who have signed up, and we have several members who have shown an interest in volunteering but haven't decided where they would like to help yet.

Our big push, like Henry mentioned in last month's Club Car, is to get our slots filled before we start selling tickets so we know we have everything covered and don't have to cancel. The problem is that the tentative date for selling tickets is October 9th and although we could push back the date for selling tickets, it would be nice to know we wouldn't have to do that since the public is waiting anxiously to get their tickets on the usual second Saturday of October.

We need caboose hosts who would chaperone a caboose party to make sure the passengers don't stand on the platform outside the caboose while it's moving, they don't jump from one side to the other in the cupola, and announce at the end of the ride that they need to make sure they take all of their belongings home with them so they don't end up in our Lost and Found. We need snack bar helpers to sell the snack items and help with making the hot chocolate and hot cider. This is a fun job because our passengers are so appreciative of snacks for only \$1.00!! Where does that happen nowadays? Nowhere except on our trains!

We need dome car and parlor car hosts to make sure only those with dome or parlor car tickets enter these

cars, and serve them the complimentary hot cider and cookies.

We need parking lot helpers at our Niles/Fremont Station because that's such a long, narrow parking lot and difficult to monitor.

We still need 11 nights for people to make two crock pots of food to put on the train for our train crews so they have a great meal that they eat from 6:00-7:00 on the deadhead from Fremont to Sunol.

And if you know of any jolly old elves to stand in for the real Santa for the remaining 4 days that are available, please point them in our direction. It's really easy to sign up for a spot or two. Go to ncry.org and then click

on Members' Website under About. Then click on Volunteer Opportunities under Volunteer. Then look for wherever you'd like to volunteer (they start with 2021 TOL.....), and click on Volunteer Yourself by the green hand on the right side of the opportunity. On the next page you'll put in your name, phone number, and email, and click on the dates you want to volunteer. Then scroll to the bottom and click Next, and on the next page review what you signed up for and click Finish. If you have trouble signing up, contact me and I can help you.

Thank you,
donna alexander
station-agent@ncry.org



Photo by Mike Strider

The Club Car Restaurant in Nantucket. The coach is a narrow gauge car from the original Nantucket Central Railroad.



E-COUPLING INFORMATION

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

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

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

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

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



NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

Fall is always a busy time around Brightside. The right of way must be made ready for the winter with ditch cleaning and tree trimming going on, as well as the track structure being checked and fine-tuned. We start early getting the coaches ready for the Train of Lights and the Steam shop is giving our iron horse fleet a final month of operation before they go in the shop for annual inspections.

We are sure the drought is over, so we are getting ready for a rainy season by fixing leaky roofs and putting sensitive materials under cover. Gerry Feeney put a new roof on the fuel shed because of a pesky leak found over the gas barrels. Also, Bob Bradley and Jack Harrington are putting a lovely new lid on the security shed by the front gate. The lube sheds are nearly done so we will put all our barrels inside out of the weather, and I have finally been able to place the materials removed from the SP2154 coach into the Air Force Boxcar with the rest of the parts. (This puts all the parts together at last, ready for restoration of the car. Any volunteers?)

Speaking of car restorations, the new concrete floor has been poured in the "Ranch" car. It looks great and the labor was generously donated. The heating is being upgraded from steam to electric and restoration of the southwestern themed linoleum floor and cowhide seats are now planned as well. This car should be a showpiece when complete. Progress on the Gothic Peak is moving forward step-by-step, literally, as the vestibule floor in the West end with the hinge for the trap system is roughly fabricated and some of the original seat cushions have been professionally cleaned. I love this car and look forward to its debut someday.

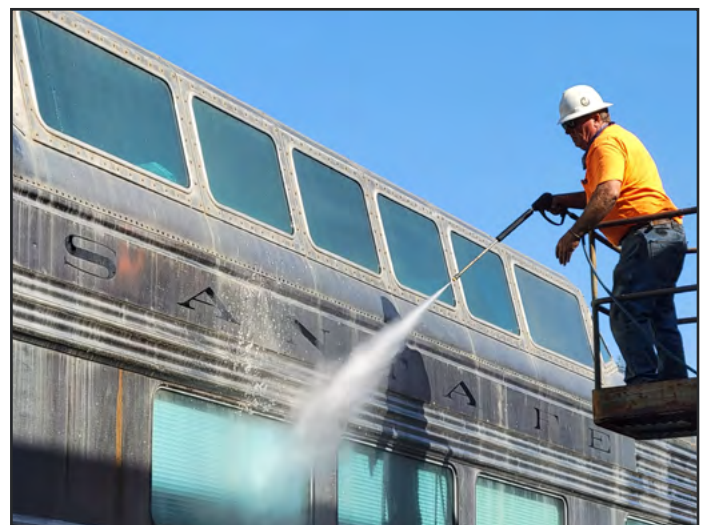
MOW has been busy replacing worn out ties identified by our stalwart inspector Peter Schulze, particularly in the western mainline switches in the yard. These are some of the first turnouts built at the NCRY those many years ago and I think we got our money's worth from them. We have also finally completed the southside mainline walkway improvements. It has been a long time coming but a necessary safety improvement that will serve us for years to come. Crews have also all but finished hardening the track out East all the way to Happy Valley Bridge. Our in-house engineer, Mike Strider, has redesigned the profile (by hand calculation) to save tons of rock and we have purchased a bunch of ballast to secure the track. We will place this with another one-of-a kind MOW equipment combination, the hi-rail CAT backhoe pulling the Ballast hopper. (Sorry I have no photo of this at press time, because it is really cool) It can self-load ballast and requires only one man on the ground to place it on track. Very time efficient and will save us money.

Around Brightside, we are very fortunate to have such a



Photo by Stephen Barkkarie

Hyster forklift being used to service the tie handler under-carriage.



Steve Barkkarie uses our Marklift and pressure washer to give the Dome car a bath.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Stephan Barkkarie

Matt Petach installs Wi-Fi antenna on Shop building.



Photo by Stephen Barkkarie

Pettibone Crane aids Gerry Feeney putting a new blower in SP1195.

diverse fleet of support equipment and it gets used often. For instance, the tie crane broke a chain, and rather than crawling under it, we used the Hyster 30 to lift it to a more ergonomic level for repair and were able to service the wheel bearings and brakes at the same time. So much easier. The Pettibone crane (with freshly restored brakes) was put to good use removing the hood and failing supercharger from the SP 1195. Then, under the guidance of our crack diesel repair team, gently hoisted the rebuilt replacement into the tight space. The "Mark-lift" manlift has been used in concert with the pressure washer to give the Dome car a bath before decorating, and though this is a first for us, I think will be the model for the future. Our technology team installing the yard-wide security cameras and internet access also put the lift to use installing antenna on the shop building to support our hybrid meeting needs and complete visual coverage. Restoration on our car mover "Tug" are continuing as well with more hydraulic cylinder seal replacements, cleaning and replacement of missing safety equipment. Look for this piece of hardware to do great things next year.

Up and down the line, I'm sorry to report vandalism is still a problem. The handmade station signs at "Bonita" stop (right near Sunol- Pleasanton Road at MP 37.1) were recently cut down and stolen. Very disappointing for all the effort that went into them. I had to chase off a trespasser, driving a van with a trailer load of scrap metal, from the Happy Valley gate. He walked brazenly right past the "No Trespassing" to, I assume, find something to add to his load. There is an increasing number of illegal camps along Alameda creek (I counted eight last week) between Dresser and Farwell bridges, most with visible fire pits and all with disturbing amounts of refuse in sight. Unfortunately, they are using our ROW for access through Mission Clay and Tile property. We are reaching out to Alameda County Water board with an offer to take a track tour to witness the extent and we have a meeting with the new Alameda County Sheriff as well, where I plan to discuss the situation.

I don't like to report negative information in my offerings because we have so much good stuff going on, but it is what is happening. I often come home from a day at the NCRY tired, dirty and sore but with a smile on my face. That is because it is a pleasure to contribute to a good cause and it feels good to accomplish a goal, especially the difficult ones. My grandfather used to tell me that "pleasure is a treasure that can't be bought, only sought" and so, if there is something you've been seeking, come on out, we might just have what you have been looking for. See you down the rails.

Stephen Barkkarie

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:

"SP2467 GETS A CAPITAL WELCOME AT RAIL FAIR '99"

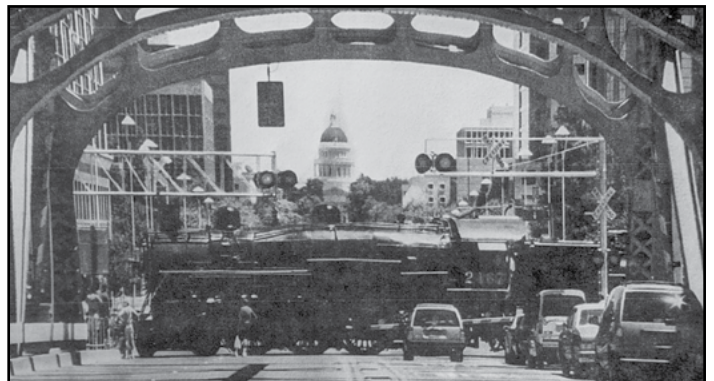
It is now June 1999. SP 2467 is being readied for this engine's first assignment since it was retired and placed in Harrison Park in Oakland as a static display. After PLA took control of the engine and under Errol Ohman expertise, the once dead engine left to rust is about to hit the high iron on the engines's break in run to Sacramento and Rail Fair '99. This will be the first time that this engine has run on these rails since 1956. This tale begins in Oakland on a fine morning on June 16, 1999. The crew has been working on this engine for months and the final touches were completed just in time. The OTR switcher coupled into the SP 2467, which was accompanied by the SP 5623 and our 081 caboose which turned tool car/dorm. This was a nice little train for this engine break in run. The OTR 97 worked the train to 7th St. interchange with the UP. The switcher set the SP 2467 and train over to the UP track and cut it loose for the first time in 43 years.

The engine is on mainline trackage with the train. While waiting for clearance, the crew was approached and was asked if they could take the TALGO Train up to Sacramento



Photo by Dexter Day

SP 2467 crossing the causeway and is getting close to completing break in run to Rail Fair "99".



A Capital Welcome at Rail Fair "99"



Photo by Don Buchholz

OTR 97 switched the train onto UP tracks and cut it loose. For the first time in 43 years the engine is on her own again.



SP 2467 and train taking it easy on its way to Rail Fair "99".

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

with them. It would save them a crew. Although it would have helped them out by taking the train, Errol had to turn down the request due to the fact that this was the first time this engine has run for any distance in a very long time.



SP5723 switches Thomas T Rail Fair "99"

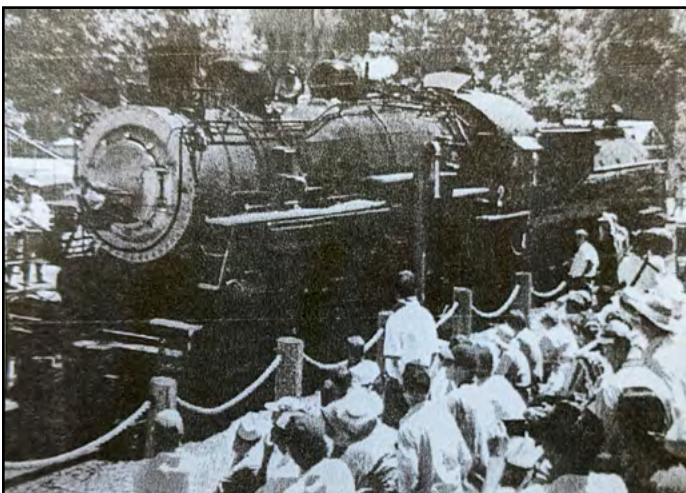


Photo by Henry Luna

SP 2467 takes center stage during the review.

They understood the situation. At 12 noon the engine got clearance and slowly moved out and up the East leg of the Oakland wye and headed East to Sacramento. Howard Wise in the SP 5623 said "the train passed under the OTR Bridge with all the flair of a newly awakened princess". The railfans were ready, they were lined up for the arrival of this train for the whole route. Errol kept the engine at a slower speed than what was posted which added to their running time. They were not in any big hurry and they wanted to find out how this engine was going to behave. So, if you wanted to get a picture of this trio on its way to Sacramento, you had plenty of time and plenty opportunities. While the SP 5623 did help a bit East of Davis, the SP 2467 was performing beautifully. Finally, the trio slowly moved into the Sacramento Station. They now needed to be switched onto another track which will line them into the CSRM tracks and "Rail Fair 99". This gathering of fine rail equipment was like a 13-day long party and the large crowds through that time that attended the various shows really got more than they expected, as was stated by Henry Luna. Our two attractive locomotives "cousins you might say" turned out to be the belles of the ball, dancing with just about everyone.

While at the fair representing the Pacific Locomotive Association, the two were paraded in front of large crowds which cheered upon their passing. When they were not being shown off to the fair goers, they pulled excursion trains and the diner train along the river on the Sacramento Southern Railroad and they were able to show the equipment in action for those that do videos and the still photographers got great shots of the two engines also. They were also pressed into switching duties on almost everything from the big engines of the Union Pacific Railroad to Thomas the Tank Engine. The days were long and hot, but our



SP 5623 switches the Talgo train RailFair "99".

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NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from Previous Page

crews manned the engines and the PLA booth for the 13 days of the event in style. Rail Fair "99" was a great event and a very big success and for the 13 days of moving the engines around within large crowds, nobody got hurt. The UP 844 and the Sacramento Northern 402 both had an incident, but once again no one was hurt. The event was a fun gathering of railroaders that do the same thing we do, restore old equipment so they can run again. Now it is time to head West and back to Oakland. The rail fans were out in force again for the return trip of the "TRIO". Once the train was along the river heading home, Errol Ohman said to crew, "let's see what she can do". They pulled back on the throttle and the engine responded and got up to track speed for freight. They held her at that speed for a while and backed off throttle and slowed the train down to a slower pace. Now they know what the engine can do and what it was designed to do, "run fast pulling passenger trains". The engine reached Oakland and was switched onto the OTR and was returned to her holding area on the OTR. Concluding the engines's first main assignment and first time that the engine has been on a mainline in 43 years, SP 2467 met all that was expected of the engine. The crews have done a great job in getting the two engines and caboose up and back from Rail Fair "99" which was a great success and great representation for the PLA. With that said, this tale comes to an end. (Next tale will be No.2 and SP 2467 head for Oakdale).

Dexter D. Day



Reduce Your Taxable IRA Distribution

If you are over age 70 ½ you can contribute to the PLA directly from you IRA. Your Qualified Charitable Distributions (QCDs) may reduce your taxable income from Required Minimum Distributions (RMDs). Contact your IRA administrator, they can easily set this up for you. Questions? Pat Stratton, Treasurer, 650-888-8619. Email: treasurer@ncry.org.



Photo by Jim Lgy

The past sits with the present. All three engines ran trains between Sac and Oak in their own time.



SP 2467 heads the tourist train down the river on the Sacramento Southern Railroad. RailFair "99".



Photo by: Dexter Day

Rail Fair "99" is now over and after 13 hard, hot fun days. The little train heads home to Oakland and the OTR.

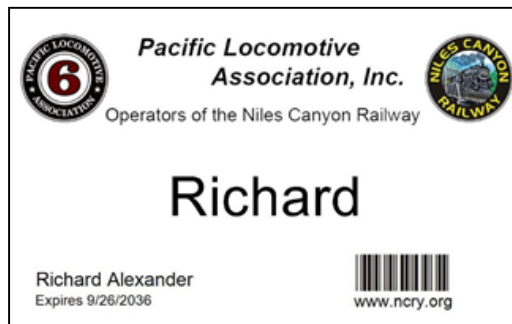
NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

I am now using the Club Express data base for mailing the Club Car. If your address changes you can go into the members' site and update your profile in Club Express. You will have to log in first. If you can't remember your log in Club Express has a help line (1-866-457-2582) or you can contact me by email (membership@ncry.org) or phone at 510-508-0503 which is my personal phone. If I am at home I can go on line and walk you through it.

Also, in the members' site you can now download a copy of your membership card which can also be used as a name badge. Just go to your profile tab when you log in. You could download your membership card to your cell phone if you don't want to print it.



The card can also be used as a name badge. It has your first name in large letters, your full name and expiration date in smaller letters, a bar code for future use and our web site on it.

I am in the process of tallying up the ticket counts for the TOL Volunteer Train. I am using the past two years of hours reported although it looks like it didn't make a difference in the number of tickets people qualified for. Remember without your support and help we cannot host the Train of Lights, so please sign up for any of the volunteer opportunities. This year we put the volunteer opportunities on line early and were surprised at how many people have volunteered already, but we still have many slots that need to be filled if we expect to have a successful Train of Lights, so please think about volunteering.

New Members:

Allen Brignetti, Victoria Brignetti, Carolyn Conklin, Just Johansen, John Link, Cynder Niemela, Donald Ray, Judith Steadman

I want to thank them for becoming a member and I have already seen some of them out working on the railroad in different areas.

Rich Alexander

YV 330 Marker Lamps

Last month I shared with this group photos of the YV artifacts that my wife and I were able to purchase from Al Rose's sons. But there was one item I didn't share.

A week ago my wife and I were able to drive up to El Dorado Hills west of Sacramento to see Wes and Claudia's "new to them" house. (They moved there several years ago.) One reason for the visit was not only see their house and enjoy catching up on news but to also give Wes the actual marker lanterns from the 330! Al's sons wanted to make sure that they would end up on the 330 where they belonged.

The attached photo shows them in our Waiting Room.

Jack Burgess



Treasurer's Report

Pat Stratton - Treasurer

The financial situation for the PLA is fine. Our Special Trains earned almost \$26k in August, and our night run for Hot August Nights another \$4k. We ran a Charter for our Recording Secretary, Jim Evans (on his retirement from Bart) which earned \$3k. We also received contributions of over \$15k. I want to thank all contributors for their support, with a spotlight on a gentleman from Oceanside, CA for his donation of \$10k to the SP9010 Restoration.

The PLA's total income was \$55,816. Expenses were \$47,867, and so our income exceeded our expenses by \$7,949. August was a very good month. Work readying our Train of Lights is well underway. After a year off, we expect - and budgeted for - greater than usual costs to prepare our equipment and replace worn decorations for the coming Holiday season. Little of that money has been spent yet, that still lies ahead of us.

With income every month and good control of our expenditures, the PLA is in very good financial shape. We have an excellent cash position. It's just too bad that the financial world we live in today won't pay us a reasonable interest on this money - it earned \$46 in August. I'm always on the lookout for a better return, but that usually entails an increased risk to the principal, and we aren't willing to accept that for our operating funds.

Donations during the month of August were as follows: SP1744 \$170; CV4 \$50; KM SP9010 \$10,265; Alco SP1218 \$750; Ranch Car GN1242 \$100; Pleasanton Extension \$16; New

Loco Shop \$100; General Fund \$4,070; and In-kind Contributions from Rich & Donna Alexander and Steve Barkkarie totaled \$276. Thank you all.

Thanks to those who are using Amazon "Smile" when making online purchases. The PLA scored another \$106 last quarter from that program. Certainly, all PLA Volunteers should be using it when making PLA purchases.

Our annual financial audit is in progress, on track for completion in November. We voluntarily have our books audited each year so that our donors, partners, and other supporters understand how much we as an organization value good business practices such as transparency and accurate record-keeping.

Breaking news! We are in receipt of a grant from the Candelaria Fund in the amount of \$30k toward the restoration program for steam locomotive SP1744. I am sure you will read more on that elsewhere in this issue.

That is all for now. Let me know if you have any questions or concerns.

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.

Stock Donations

Did you know you can donate gifts of securities to the PLA? Making a stock gift is simple and offers valuable benefits. You can donate appreciated stocks, bonds or mutual funds, and the total value of the stock upon transfer may be tax-deductible to you; and you will not be subject to capital gains taxes on the appreciation. Contact your broker to initiate the transfer; then contact Pat Stratton, Treasurer, to complete transfer to the PLA. Cell 650-888-8619. Email: treasurer@ncry.org.

Notes from the Hazmat Sheds

The "new" portable hazmat buildings ("sheds") were purchased from Cook's Automotive Supply in San Jose. Owners Heinz Bartels and Henry Huerta then donated "RiveTier 1" bolt-less shelving (assembles / disassembles with a mallet, made in USA, very strong) and galvanized steel bar-grating floor panels. These were dismantled and moved by a great team including Bob Bradley, Dan Mills, Matt Petach, Joe Romani, Ken Southwick, Doug Vanderlee, Wesley Van Osdol, Mark Whitman, and I. (I may have missed some names here... my apologies.

In September we've made great progress getting the hazmat sheds ready to use. Rich Alexander and Bob Bradley installed electrical power. The lights and exhaust fans now work! Mark Whitman and I installed high shelves - suitable for 5-gallon cans of oil - in the 33' hazmat building. We removed the overhead I-beam crane rail from the old hazmat shed, using wrenches, visegrips, Sawzall, grinder, crowbars, and some general comments that cannot be published here. Steve Barkkarie welded a 10' extension onto the crane rail. We installed it in the 33' hazmat building, and added the trolley, chain hoist, and drum grabber (repaired by Gerald DeWitt & Steve Barkkarie) from the old hazmat shed. Then Matt Petach, Dee Murphy, and I caulked all the roof seams. Ed Best, Bob Bradley, Ken Southwick, and I moved oil drums into the new buildings. All drums - full and empty - are now indoors!

The 33' hazmat shed - next to the percolation pond - is longer and wider than the old one. We changed the floorplan to minimize how often drums have to be moved in by forklift. Floorplans are posted on the inside of the front doors. Lube oil drums are on the left, hazwaste collection drums & buckets are on the left. Drums are paired so there is always a spare drum next to the one with the drum pump.

Meanwhile, worn-out oil-sorbent TrackMat and ForkliftMat is being replaced. Ken Southwick and Bill Ross, with help from Ron Thomas and Steve Barkkarie, have done a great job. Special thanks to Bill Ross for cleaning the outdoor inspection pit on enginehouse track 1, and renewing the oil-sorbent sheet lining.

Doug Debs

NILES CANYON RAILWAY



Photo by Dexter Day

A railfan in November, 1980 six years prior to PLA coming to the Canyon. SP East Pleasanton Turn heading to the quarry complex at East Pleasanton. Train originated at Bayshore, crossed the Dumbarton Bridge, passed through Niles Canyon en route to the quarries.

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Photo by Chris Hauf