



THE CLUB CAR



Bulletin 699

Pacific Locomotive Association, Inc.

November 2021

Skookum in service during October operations



Photo by Alan Siegwarth

Skookum was back out in service approaching Sunol during October operations.

IN THIS ISSUE

- 3 Activities Calendar
- 4 President's Message
- 6 Along the Right-of-Way
- 8 Eastward track building
- 12 TOL Quilt raffle

This month's **Stacktalk** is focusing on the 1744 Project which has had and will continue to have a lot of progress in the next six months – please help us continue moving with a DONATION to the SP1744 restoration fund!

Our boiler contractor, Stockton Locomotive Works, has spent a considerable amount of time on the boiler in the last few months and the work of installing the sheets and welding them together to finish the firebox assembly is nearly

complete! This is a huge step forward with the boiler sheets all in place for the first time in nearly 13 years. The work is topnotch and Stathi's welding is beautiful – more pictures will be posted to our steam website in the near future at plasteam.ncry.org. The boiler work being done will give the SP #1744 a boiler in great condition for many years of service on the Niles Canyon Railway. The mud ring rivets have been ordered

Continued on Page 13

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

NOVEMBER 13

2:15 PM

In Whitehouse @ Brightside

In-person & Teleconference

TRAIN OF LIGHTS DEPARTURES

The Train of Lights departs from Niles Station at 4:30PM and Sunol Depot at 7:30PM on select Wednesdays, Fridays, Saturdays and Sundays during the holiday season from November 19th to December 28th, 2021 (except Christmas Eve and Christmas Day).

The earlier Niles departure leaves when it's still light enough to enjoy the beautiful scenery of Niles Canyon but dark enough on the return trip to enjoy the train's mesmerizing lights.

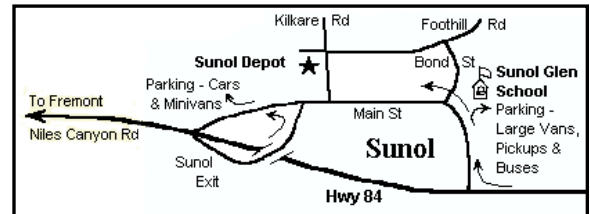
The Train of Lights has been an annual tradition for many Bay Area families for more than a decade.

Make it yours too!

BOARDING LOCATIONS

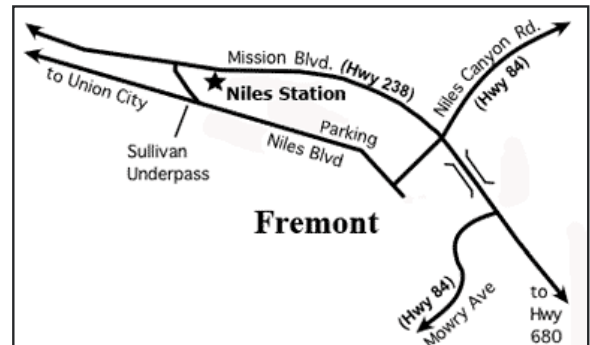
SUNOL DEPOT

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.

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

===== November Activities =====

November 6	1st Saturday	MoW Building East	8:00 am - Brightside - Mike Strider
November 13	2nd Saturday	Board of Directors Meeting,	2:15 pm - Brightside
November 16	3rd Tuesday	TOL Test Train,	6:00 pm - Niles
November 19	3rd Friday	TOL 4:30 pm - Niles,	TOL Sunolian Train 7:30 pm - Sunol
November 20	3rd Saturday	TOL 4:30 pm - Niles,	TOL Volunteer Train #1 7:30 pm - Sunol
November 21	3rd Sunday	TOL Volunteer Train #2	4:30 pm - Niles, TOL 7:30 pm - Sunol
November 26	4th Friday	TOL 4:30 pm - Niles,	7:30 pm - Sunol
November 27	4th Saturday	TOL 4:30 pm - Niles,	7:30 pm - Sunol
November 28	4th Sunday	TOL 4:30 pm - Niles,	7:30 pm - Sunol

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported a total of 3,396 volunteer hours for the month of September. 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
Mike Strider
Jim Evans
Rich Alexander
Pat Stratton
Steve Barkkarie
Kent Hedberg
Warren Haack
Gail Hedberg
Bob Pratt
Chris Hauf
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Joe Scardino
Mark Miller
Mary Asturias
Rich Alexander

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CAR DEPARTMENT

Chris Campi
Dennis Mann
Howard Wise
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Alex Beyersdorf
Bonnie Harrington

COMMISSARY

Brandon Beyersdorf
Sue Thomas

DEPOT CREW & OPERATIONS

Donna Alexander
Rich Alexander
Steve Barkkarie

DOCENTS

Jim Stewart

ELECTRICAL & SIGNALS

Bruce Burke
Curt Hoppins
Jacques Verdier
Jim Stewart
Joe Romani

FACILITIES

Bob Bailey
Bob Bradley
Doug Debs
Ed Best
Gerry Feeney
Jack Harrington
John Zielinski
Ken Southwick
Matt Petach
Steve Barkkarie
Steve Coon
Wesley Van Osdol

GIFT SHOP

Charlene Murrell
Gail Hedberg
Patrice McDonald
Rich Alexander

MECHANICAL

Alan Siegwarth
Bill Ross
Bill Stimmerman
Bruce Burke
Charles Franz
Chris Hauf
Chuck Kent
Dee Murphy
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
Justin Legg
Karl Swartz
Ken Bischoff
Linda Stanley
Rich Gove

MEETINGS

Alan Siegwarth
Alex Castro
Bob Bradley
Bob Pratt
Brion Hildebrand
Charlene Murrell

MEETINGS

Charles Navarra
Charles Smith
Curt Hoppins
Dave Burla
Dee Murphy
Don Gholson
Donna Alexander
Doug Debs
Doug Vanderlee
Gail Hedberg
George Childs
Gerald DeWitt
Henry Baum
Henry Chandler
Jeff Haslam
Jim Baber
Jim Evans
Jim Gilmore
Jim Stewart
Joe Scardino
Karen Kadaja
Karl Swartz
Kent Hedberg
Leslie Smith
Linda Stanley
Mark Miller
Mark Whitman
Marshall Williams
Matt Petach
Pat Stratton
Patrice McDonald
Paul Veltman
Rich Alexander

MEETINGS

Rob Giles
Steve Barkkarie
Tim Flippo
Tom Eikerenkotter
Tom Libbey
Warren Haack
Zona Fowler
Zonker Harris

MOW & TRACK

Bob Bailey
Bob Pratt
Bruce Burke
Charles Navarra
Dee Murphy
Doug Vanderlee
Joe Romani
John Zielinski
Ken Southwick
Matt Petach
Mike Strider
Ron Thomas
Steve Barkkarie
Wesley Van Osdol

OTHER

Ann Dowling
Barry Lependorf
Bob Bailey
Bob Pratt
Dee Murphy
Ed Best
Jim Evans
Kent Hedberg

OTHER

Linda Stanley
Matt Petach
Patrice Warren
Paul Veltman
Steve Coon
Zonker Harris

SWITCHING CREW
Gerry Feeney
Mark Miller
Rich Anderson

TRAIN CREW

Alan Siegwarth
Bill Ross
Bob Gilbert
Bob Pratt
Brad Jones
Charles Navarra
Ed Best
Gerald DeWitt
Jackie Vlasak
Jeff Schwab
Jim Stewart
John Zielinski
Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Kent Hedberg
Mark Miller
Ron Thomas
Sanjay Bhandari

TRAIN CREW

Scott Crislip
Ted Unruh
Warren Haack

TRAIN OF LIGHTS

Bev Barkkarie
Bob Moore
Carole Hilton
Carole Kohne
Cynder Niemela
Dave Hipple
Denis Murchison
Dexter Day
Donna Alexander
Dorothy Maestas
Gary White
Jim McDaniel
Joan Weber
John Burnside
John Link
Juan Kelly
Kathrine Smith
Marshall Williams
Norm Fraga
Pat Stratton
Pete Goodier
Phil Stone
Ray Freeman
Ron Thomas
Steve Barkkarie
Steve Van Meter
Sue Thomas
Terry Stokes
Tom Crawford

NILES CANYON RAILWAY

President's Message

Henry Baum - President

Hard to believe, but the 2021 Train of Lights begins this month. The decorating is mostly completed, and the various department heads are working to remember the logistics that have made the train so successful in the past. Not running the train last year has caused some expected memory loss and we want things to go smoothly. After each TOL season we make plans to make improvements but sometimes those plans don't get executed on promptly because the next TOL is a year away (or in this case, turns out two years away). But collective memory and good communication will allow us to work out the kinks.

Pacific Locomotive Association, Incorporated is the parent organization and the holder of the coveted IRS 501(c)(3) designation that makes us a tax-exempt non-profit. Our non-profit status is because we are classified as a Community Based Organization (CBO) that exists for the purpose of providing a tangible benefit to our 'community', which is basically, everyone outside the organization. A similar term is Community Benefit Organization, but that term has been supplanted by CBO. The Federal Government, State of California, Alameda County and every other government organization now uses the term CBO to refer to us and similar non-profit organizations. It's a term I hear a lot but is not widely used by people inside the organizations. We still like to use the term non-profit, but that term has also been co-opted by many corporations who are trying to avoid paying taxes.

The PLA is a true CBO, and our existence is predicated on our serving our 'community' for the benefit of all. The Niles Canyon Railway is our very visible and very beneficial means of serving our community. The social, educational, and benevolent activities performed for the public are deemed very beneficial to the community, and that is why we are exempt from paying taxes. In other words, our good works are equated to the payment of taxes. Donations that support our work are



Train of Lights at Sunol Depot.

also deemed equivalent to the paying of taxes, and that is why those donations are also tax-exempt for the donor. Sort of like paying forward our tax-exempt status. This CBO status is our most important asset, and we must do everything we can to protect it.

The Train of Lights is our major fund-raising event every year. We run this event for the express purpose of making money. Not to make a profit, but to fund our activities that allow us to give back to the community. We need money because we have expenses. Sometimes we get a discount from vendors because we are a CBO and the vendor can write-off some of their costs. But a lot of times, we are just another business doing business with our vendors. We have bills to pay and we need to raise funds to pay those bills. Our inability to run TOL last year allowed us to apply for and receive a non-profit Small Business Grant from the California Small Business Office of \$25,000. A drop in the bucket compared to TOL revenue, but a welcome drop in an otherwise empty bucket.

When looked at as an income vs. expense operation, TOL is insanely 'profitable'. This profitability comes directly from the sweat equity provided by our

volunteers. Without our dedicated and talented volunteers the Train of Lights would probably not be the valuable commodity that it is to our organization. And it wouldn't be the benefit it is to the community. This is proven out yearly by the high demand for TOL tickets. Again this year the TOL was almost completely sold out the first day tickets went on sale, and after a week tickets were still available but for the less desirable trains. They will sell out as folks figure out how to adjust their plans to fit the tickets that are available.

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. Membership Secretary Richard Alexander is working to automate the volunteer hour recording process through our Club Express capabilities, but that is still being tested.

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

Signaleros Report

Curt Hoppins

The Signal Department recently made some changes to the north Brightside signal by converting it from a lower quadrant wig-wag to upper quadrant.

When the wig-wags were originally installed some 30 years ago there was concern that one of the many trucks that once frequented the quarry above us might hit the low hanging wig-wag banners. So, the masts were extended up another 4ft to increase clearance above the roadway, because of the height, guy wires were attached to stabilize the signals.

But with the wig-wags located so high up, they were better suited for signaling low flying aircraft rather than automobile traffic. Flashing lights were also added, which added to their unusual appearance.

The only example in the Magnetic Signal Co. catalog of a wig-wag signal with flashing lights was the Model 13, which had an upper quadrant wig-wag located on top of the mast. During the early days of Sunol, both Kilcare Rd. and Niles Canyon Rd. where it crossed over the tracks at the east end of Sunol, had upper quadrant wig-wags.

By placing the wig-wag on top of the mast, the height could be lowered since the motor and banner were no longer hanging out over the roadway. Some modifications to the banner are required to convert it to upper quadrant. The lens assembly has to be flipped over and a counterweight is added, which weighs in at around 35lbs.

Thanks to PLA member Dan Furtaido, we were put in contact with Eddie Mooneyham of Magnetic Signal Co. Parts, which manufactures replica castings of both the counterweight and pedestal mounting bracket. We ordered a few sets for both the north and south Brightside wig-wags.

Getting the wig-wag motor and cantilever bracket back down to earth was a bit challenging, but Jim Stewart



Photo by Curt Hoppins

The 1423 approaches after removing the wig-wag.

managed to do so with the forklift extended to its maximum height. Once on the ground the pedestal mount was attached to the motor and the mast was shortened. The motor was then raised back up and placed on top of the mast followed by the installation of the banner.

To try and stay period correct, the more modern aluminum flashing lights were replaced with a set of recently restored US&S model HC-81 cast iron lights. The production of this model began sometime in the 1930's and was used throughout the Southern Pacific for many years.

We plan on making the same changes to the South Brightside signal sometime next year.

To learn more about the Signal Department check out our website at:

www.ncrysignal.com

Curt Hoppins



Photo by Curt Hoppins

Testing the signal operation.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

This time of year is the traditional time we all give thanks and at the Niles Canyon Railway we have a great deal to be thankful for. First off, we should be grateful that we can run our ever-popular Train of Lights. Many people are excited for the return of this Holiday tradition as evidenced by the strong ticket sales. Next, I am very happy to see the robust volunteer turn-out for decorating the cars. With Dexter Day leading the interior efforts and the dedication of returning members (and some new faces) the inside of the train looks spectacular and was completed in record time. Tom Crawford and the Wednesday Warriors kept pace with the exteriors, despite the season ending a week earlier. They were able to stay right on schedule performing the huge task of covering a quarter mile of train with festive illumination. Also thankfully, despite the difficulties of the pandemic, and a diminished capacity to earn revenue, we have been able to improve our facilities, repair our fleet, add to the breadth of our membership and the length of our track.

As usual MOW is busy with upkeep on the track. Whether it is a broken joint bar, plugged culvert or dead tie we have the tools and know how to do the job. As I alluded to last month, in the Western end of the yard, under the West switch and Car Shop leads numerous ties needed changing out. Those long ties can be a challenge because they involve special plates in places, involve more than one track to gauge, and need extra room to remove and insert. Doing this work in the yard is a great teaching opportunity for both seasoned MOW and our greenhorns (plus it puts all the supplies close at hand). They also give the chance for everyone to practice with a spike maul as each one has eight to ten spikes. Because we lack a working switch tamper, we must hand-tamp these ties which is hard work and makes one appreciate the Fairmont power tamper.

Speaking of which, we were recently visited by the fine folks from FRA track inspection who found we had a switch in the Niles yard that was out of shape and needed tamping. Our track team was quick to respond and sent a squad down to jack and tamp the offending switch point back into proper position. While in the area and equipped, the Niles platform track was profiled and tamped the entire length and now is nice and smooth. (Over the past few years, it had developed sags at the joints, which is common with bolted rail and results in a wavy profile.) Another issue in the Niles yard was a drop in the rails approaching the Mission Bridge, a common occurrence when ballasted track meets a firm structure, resulting from the vibration of the passing trains. The ballast on the bridge is contained, but the ballast outside can spread out and settle. The solution is to line up the track jacks, lift the rail into profile by sight-



Photo by Stephen Barkkarie

Friends of the Depot Garden look on as Henry Baum reopens the pedestrian bridge.



Photo by Stephen Barkkarie

Fuel shed received a new roof and paint job by Gerry Feeney.

ing down the side of the rail head, tamp your way up to a jack, remove it, then tamp to the next and so on. An even transition in these areas is important to relieve stress on the track components and maintain a smooth ride on the train.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Stephen Barkkarie

Mark Whitman uses Marklift to remove dead pine behind Blake's Palace.



Photo by Stephen Barkkarie

Mike Strider and Doug Vanderlee ballasting track East of Verona.

Several years of drought and bug infestations have killed several pine trees around Brightside. Those trees are usually removed quickly to try to stop the spread, but one particular dead soldier has been a nuisance as it was located behind Blake's Palace and the commissary storage trailer as well as the large radio antenna. Mark Whitman with the help of the Marklift platform was able to remove it single handedly. He cleverly used the oversized platform cage to stack pieces on and safely transport them to the ground where they could be chipped without endangering any structures below. MOW will also put the lift to use on the mainline by loading it on the "Heavy Hauler" flatbed and getting to those hard-to-reach places. (This combination has also made it much easier to decorate the roofs for TOL).

Facilities are looking better with a fresh paint job on the fuel shed. The new lube shed has been laid out and filled with the barrels of various fluids. It is spacious well lit and clean. Bob Bradley is constructing a "Cart Barn" for the Brightside electric fleet next to the Pumper truck shed using the donated shelving system that came with the lube sheds. Up at the Sunol station, in a group effort between the PLA, Friends of the Depot Garden, Sunol Business Guild and the Sunol Citizens Advisory Council, the pedestrian bridge to the garden has been re-decked and is now safe and beautiful. Thanks go out to all who took part and got this community improvement project done.

There are still plenty of tasks that need to be completed before the holidays and plenty of opportunities to earn yourself the satisfaction of helping to bring joy to others, so clear some time in your schedule and lend a hand, I guarantee you'll thank yourself for doing it.

Stephen Barkkarie



Photo by Stephen Barkkarie

MOW rescues another errant animal from the track.

Activity Continues Building Track Eastward

On October 2nd, 2021, the east track building crew finished hardening of the panelized track previously installed earlier this year all the way from the switch at Verona to the west edge of the Happy Valley Road Bridge at MP 39.06. The track "hardening" consists of replacing defective crossties, spiking all of the crossties and pulling them up against the rail, and spacing, centering and straightening all of the crossties making the track now ready for the ballasting phase. With the help of the recently reconditioned mechanical spiker, the spiking effort took some of the labor away from those brave volunteers who pound spikes by hand. On a hot day this makes a big difference.

The Ballasting phase, commencing on Saturday November 6th, will consist of the jacking of track (with mechanical track jacks) to final design grade (based on top-of-rail elevations recently calculated to fit the existing grades). Crews will also place top-of-rail offset stakes, called blue tops, every 25-ft to use as a guide to how high the track needs to be raised. In addition to the profile (vertical) grade, and the fact there are two separate horizontal curves toward Happy Valley Road Bridge, super elevation (banking of the track) is set on the outside rail where the first (west) curve is super elevated at 1" and the second (east) curve is set at 1-1/2". And where the curves transition from tangent-to-curve and visa-versa, there are transition curves (also called spiral curves) that allow the super elevation to linearly change from zero to maximum in a prescribed distance. As the track gets lifted, ballast is dumped with our small yellow ballast car which allows the placement of ballast (rock) on both the field sides of the rail as well as the gauge side (in the center of the track). When the track is raised to the

proper elevation, hand tamping is utilized to keep the track at the prescribed elevation while the mechanical track tamper follows behind performing the final tamping. The track jacks are removed one by one as the tamper works its way up to each one.

In the final scheme of things, the track, at a later date, will get final horizontal alignment using either the spud liner or the backhoe. The final alignment in most cases is off only a matter of an inch or so. Every 25-ft in the curves (and every 50-ft in the tangent) are 10-

ft alignment offsets that mark the exact horizontal track centerline alignment to 1/8" accuracy.

The Ballast phase of this section of track is labor intensive, meaning it takes a lot of volunteers to get the work done, so the more the merrier! Please come out and see the track get closer to being in its final construction phase. The weather for the next 5 months will not be as hot, and rain does not stop us from working. See you all on the 1st Saturday of each month.

Mike Strider

Holiday Face Mask Announcement

Are you interested in wearing this mask while volunteering on the 2021 Train of Lights or when celebrating the holidays with family?



This adult mask is 9 inches by 5.5 inches and handmade, washable and reusable. Two layers of cotton fabric for breathability. Holiday print on one side, solid fabric on the other. Adjustable ear loops, aluminum nose bridge and pleats for better fit. One size fits most. Wash by hand or gentle wash cycle and air dry.

Cost is \$13.00 plus CA sales tax

PLA Members receive an additional 20% off before sales tax. Contact the giftshop@ncry.org today if interested. This will help with pre-orders. The goal is to have this custom made depending on the interest and available for purchase using the Member's Club Express Online Gift Store.

Gail Hedberg
PLA Gift Shop Manager

PLA Endowment Fund

As many PLA members know, the PLA Endowment was established in early 2005 in order to generate investment income in support of the Association's capital improvements. At that time the Endowment was funded through 2 generous bequests to the PLA, totaling about \$300,000. Since then the Fund has grown to about \$4.3 million. This good fortune derived from excellent returns on our investments, as well as a remarkable \$2.5 million bequest from one former member during the 2018 -19 period.

Since the inception of the Endowment, the growth, via dividends, interest and capital gains has exceeded \$1.5 million. This has allowed the Endowment to support over one-half million dollars of the PLA's projects to-date.

The Endowment Board ("Board") is made up of 5 PLA members: First, our President and Treasurer, and also 3 appointed members. Through June of 2020, the Endowment Board was comprised of President Henry Baum, Treasurer Pat Stratton, and appointed members Don Gholson, Jim Kearney and myself.

After twelve dedicated years, Jim Kearney retired from our Board. During this time Jim was a big part of the success of the Endowment, with his contributions including the key decision to transfer our investments to our current trustee, Wells Fargo Advisors, in 2011. We offer a big "Thank You" to Jim for his many years of dedication to our efforts.

Replacing Mr. Kearney on our Board is Phil Stone, who brought a significant

financial education and background to our team. Phil is also serving as backup to the Chairman. We enthusiastically welcome Phil to the Board.

The Endowment Board is governed by its set of "bylaws", referred to as the Plan of Operation. This document provides direction for, among many other things, how the Fund's earnings may be distributed. Significantly, only earnings may be distributed to the PLA for its projects, while the "Principal", the sum of all bequests and contributions, may not be used for any purpose other than generating returns.

During the recent past, the Endowment supported, among others, the following projects with over \$200K in funding: The Happy Valley bridge project; Acquisition and transportation of the SP-1744 steam engine; and the water well at Brightside yard. Endowment funding also supported acquisition of the Pettibone crane and the DRGW stock car.

We encourage members to consider the PLA Endowment in their giving and estate planning. Earnings from your generosity are used to further the mission of the Association and, as you can see from the above, they allow the PLA to grow in its efforts to represent historical railroading in California. Contributions are tax-deductible to the full extent of the law.

Should you have questions or comments about any of this, please feel free to contact me.

Joe Scardino

Chairman, PLA Endowment Board
scardino@pacbell.net

Hazmat Inspection October

Alameda County Dept. of Environmental Health did a hazmat inspection on October 7.

Everything we prepared passed 100%!

- New trackmat
- Clean everything. Looked great!
- Enginehouse track #1 inspection pit
- New hazmat sheds
- Signs & labels on/in hazmat sheds, oil containers, Fuel Shed, other hazmat storage areas, non-potable water sources, etc.
- Hazmat training records from Train Crew Recert, RWP, & student brakeman classes.
- Reports filed annually: HMBP hazmat inventory, SPCC, APSA, ER&OSC plan, site maps.
- Monthly site inspection logsheets
- Hazwaste disposal manifests

The inspectors were impressed!

This was achieved by a tremendous sustained team effort by the many volunteers who helped clean up Brightside, empty the old hazmat shed, prepare hazwaste for pickup & disposal, prepare the hazmat shed area for the new sheds (a big job), install electrical power to the new sheds, install high shelves and overhead crane rail in hazmat shed #1, move drums of oil, replace worn-out TrackMat and ForkliftMat, etc. Congratulations to all!

As usual a few details were noted that will be improved. We're taking care of these fast, so we can focus on preparing for TOL.

Many thanks to everyone who helped achieve such a great inspection report!!

Doug Debs

Hazmat Manager
cell 650-704-1487



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>



Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:

SP 2467 RUN TO OAKDALE (The beginning of the end)

After a very fulfilling trip to Sacramento and Rail Fair 99. The SP 2467 is now back at the engine's holding area on the Oakland Terminal Railway. The engine just finished what was the engine's maiden break-in run to Sacramento and back. All went better than expected. This is where this tale begins.

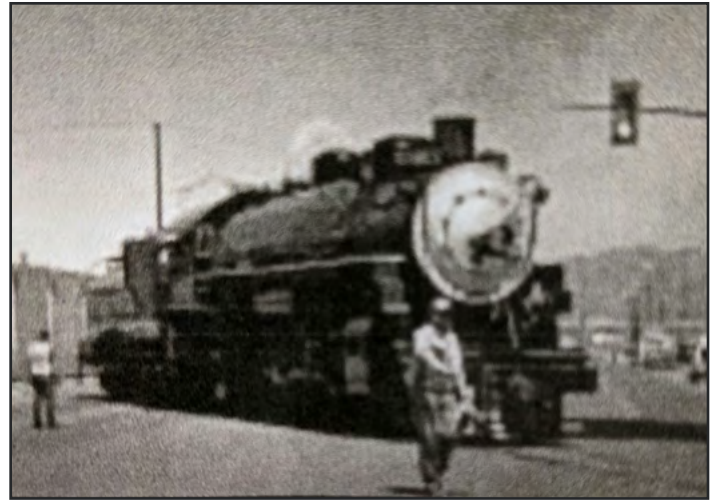
Now it was time to get work on the engine done that was rushed to get the engine ready for Rail Fair 99. Jim Plunket now had time to prep the engine and apply a fresh coat of paint and trim. It is great when you have time to do the job properly. Also a lot of mechanical work was redone or adjusted. Yes, the old girl is really beginning to look like a new engine once again. Not saying the engine didn't look good when in Sacramento, but it really looks good now. It is now 2001 and the SP 2467 is being prepped for a journey to Oakdale, California to participate in the Sierra Railroad's Iron-Horse Roundup over Labor Day weekend.

It is now Friday August 24, 2001, the 2467 is being steamed up for the first leg of the trip to Oakdale, getting out of the Oakland Terminal Yard. SP 5623 was coupled to the 2467 and carefully shoved the engine out of OTR yard. Once clear of the yard, the 2467 proceeded alone across Maritime Blvd, through the former Oakland Army Base, and was held up trying to get into the Union Pacific's Night Yard because of locked gates. The U.P. Assistance Yardmaster had to open innumerable gates to get the engine in, and had to resort to a pair of red-handled "master Keys" to open some of the locks. Once the engine was secure in the U.P.



Original Photo by Mike Strider (copy)

SP 2467 exiting OTR with push from SP 5623.



Original photo by Alan Frank (copy)

SP 2467 under own power crossing Maritime Blvd.



Original photo by Mike Strider (copy)

SP2467 running along 14th Street on former Oakland Army base.



Original photo by Mike Strider (copy)

SP 2467 crossing Tulagi Road entering into UP Night Yard.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Original photo by Mike Strider (copy)

SP2467 being piloted by UP5535 at Milford under the Davis Street overpass.



Original photo by Henry Luna (copy)

SP2467 taking on water in Sunol from a CDF pumper truck.



Original photo by Henry Baum (copy)

After taking on water, Errol Ohman is all smiles as SP2467 departs Sunol.

Night Yard, it was put to bed to wait for the U.P. power which will accompany 2467 mainline trip to Stockton in the morning. The U.P. 5535 showed up around 6 am to couple to 2467 and will tow the engine to Stockton. Before departing the Night Yard, they picked up the former SP baggage car which was recently moved down from Antioch and will be used as a crew/tool car. The train then departed Night Yard and headed down the Mulford line toward Niles. At Approximately 7:30 am, the train stopped for a planned 45 minute lube stop in Niles before entering the tunnels. Errol then informed the U.P. pilot that the tender had not been topped off for water the night before as planned. A stop in Sunol will be necessary. At that point, frantic phone calls ensued. Mike Strider then drove over to the CDF station in Sunol and asked if they could borrow a hose- a big one. Instead of a hose, the CDF drove 2 pumper trucks up to Sunol and blocked Main Street. They ran a hose from the hydrant down by the school up Main Street to pumper truck at crossing. The train was already blocking the crossing. A hose was run from the pumper truck to tender and put in place and water flowed. This was the most excitement Sunol has seen for a long time. The CDF firefighters had a good time helping the 2467 crew out. When finished and with a few tugs on the whistle cord, the consist headed East again out past the shoe fly, Hearst and headed for Pleasanton and Livermore. The race to the Altamont was on knowing that they need to be in Stockton by 2 pm to meet the Sierra Railroad local for the last miles to Oakdale.

After clearing the summit, the diesel set the dynamics to take the train downgrade. Then the sickening smell of smoke was noticed. Not good, something was drastically

Continued on Next Page



Original photo by Mike Strider (copy)

SP2467 running over the Altamont Pass Road Trestle at MP53.4.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from Previous Page



Original photo by Mike Strider (copy)

SP2467 East bound at MP 56 heading over the Altamont Pass. Trouble lays ahead.

wrong. Disaster, the 2467 has suffered drive axle bearing damage around Altamont summit.

It seems that journal brasses had shifted and the axle was scored. The Union Pacific towed the engine to Stockton and is providing Temporary storage adjacent to the Altamont Commuter Express (ACE) Facilities. A mechanical team from PLA with support from U.P., Herzog Transit Services and ACE, removed the pistons and prepared the engine for a cold move back to the Bay Area for storage at the Golden Gate Railroad Museum. The engine was going to be moved by the middle of September 2001. Discussions on the 2467 repairs and future plans will be held with all the parties involved after its arrival at the GGRM's Hunters Point facilities. While at the GGRM, the 2467 was fired up with a dual photo shoot with 2472.

The word was out that the GGRM will be losing their lease at Hunters Point facilities. Arrangements were made with the CSRM (California State Railroad Museum) in Sacramento. The CSRM sent an engine down to San Jose and then up CALTRAIN tracks to the Hunters Point interchange track to pick up the 2467 and take it back to Sacramento. Upon arrival at CSRM, the engine was readied to be put on display in the museum next to the Cab Forward. The display showed a few mechanics repairing the piston which they had removed. The display stayed for a few years. The engine now is in storage in their large barn. Maybe some day the engine will be brought back to run again. The cost factor will determine if it is going to get done. But while 2467 had a short 2nd chance to run again, It did put on a good show for many to enjoy and it provided good PR for the PLA. With that said, this tale comes to an end.

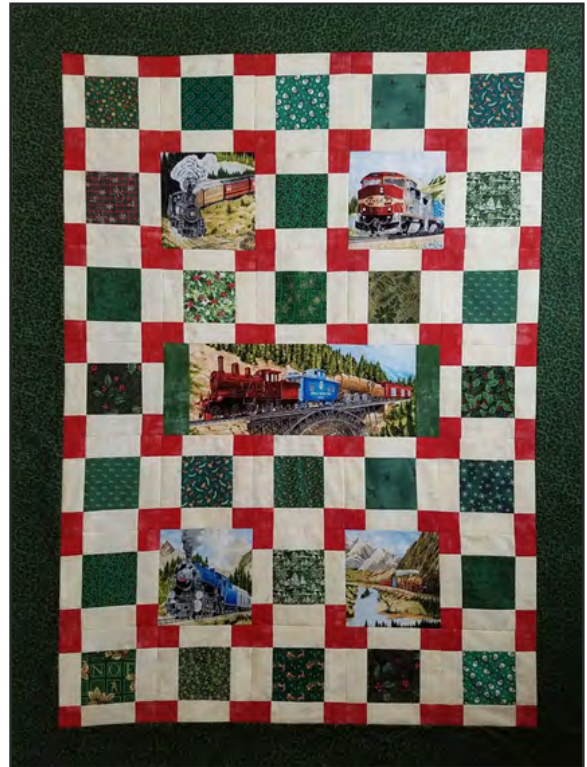
Next month's tale: **Quincy #2's Great Adventure, Trip to Oakdale.**

Dexter D. Day

TRAIN OF LIGHTS 2021 HOLIDAY RAFFLE

Quilt on Display in the On-Board SP 3176-Combine Gift Shop

Visit the on-board gift shop during 2021 TRAIN of LIGHTS. Please check out the latest fundraising opportunity to support ongoing PLA railcar and locomotive restoration projects.



To celebrate 2021 Train of Lights; an amazing group of members belonging to the Piecemakers Quilt Guild of Alameda County have designed another beautiful quilt for our annual raffle. Tickets are \$5.00 each or five for \$20.00. The winning ticket will be drawn on Tuesday, December 28th.

Stop by and see the quilt to appreciate the hours of work from these talented quilters. Please visit the SP 3176-Combine as the quilt is on display during Train of Lights. Admire and appreciate the enormous amount of time, talent and unique details not easily captured in photographs. Most importantly, purchase some raffle tickets for a worthy cause! The revenue will be divided so each non-profit receives half the total amount of cash collected from the raffle.

Contact giftshop@ncry.org to purchase tickets if you are unable to ride the train this year. Please visit the car and see all its charm and classic history including the beloved pot belly stove. Your support is important and our volunteers appreciate knowing you acknowledge their hard work behind the scenes. The gift shop team certainly does.

Gail Hedberg
Gift Shop Manager

Stack Talk

Alan Siegwarth

Continued from Page 1

and staybolt stock prices are being looked at to keep the boiler work moving forward.

The mechanical work at Brightside continues but has been slowed by maintenance work on the Skookum in preparation for the October operations. The frame was moved off the drop pit and over to Shop Track #1 to open Track #2 for steam operations. Meanwhile, the #3 driving axle boxes, shoes and wedges were cleaned and inspected. The inspection found that the driving box shoe and wedge surfaces were brazed up (most likely during the restoration work in Texas) which doesn't work well with the bronze shoes and wedges. For bearing surfaces, similar materials do not slide well against each other and the boxes and wedges show evidence of binding in service. Typical steam locomotive bearing surfaces are made with a hard material such as steel and soft, lower melting point material like bronze or babbitt which with oil run cool and smoothly together. Unfortunately, due to these improper repairs, we are now looking at options of how to repair or replace these two driving boxes. The more we take apart – the more we find needs to be repaired which is par for the course in steam locomotive restoration and especially on a locomotive that will be 120 years old next month!

Moving forward, the steam crew will be dropping the number 1 driving axle to finish getting the drivers removed from the frame. Once all the drivers are out, the next step is to remove the tires from the wheel centers which we hopefully complete before the new year. In preparation for getting the tires removed, we have gone out to four contractors for pricing on doing wheel work and are evaluating their bids currently. The wheel work will consist of having the centers turned, cracks welded, new tires installed and new thrust plates put



Front side of one of the driving boxes showing the babbitt thrust bearing and crown brass.



Keon Farahmandia working in the firebox.

on several of the axles. All this work was not originally planned but as we have taken the locomotive running gear apart it is evident that the work is required. That being said, the project budget did not plan for a lot of this work so we are once again asking for donations towards the SP #1744 project.

The steam crew wants to thank everyone that has donated towards the SP



Brazed up thrust surface of the box – notice the bronze color.



Looking towards the rear of the firebox showing the new sidesheet, crown sheet with staybolt holes drilled, ready for threading.

#1744 project so far as their donations are essential to allow the SP #1744 project to continue moving forward. If you can, PLEASE DONATE to keep the project on schedule! Donations can be mailed, made online at:

www.ncry.org

or on our Steam Website page at:

<http://plasteam.ncry.org>

which you can also visit to keep up with the progress of the restoration. Thank you for your support for this important restoration project!

Alan Siegwarth

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

By now if you have volunteered in the past two years and qualified for Train of Lights tickets you should have received your order form in the mail. If for some reason you think that you are entitled to tickets or did not receive your order form please contact me either by phone (510-508-0503) or email membership@ncry.org. We are still waiting for the tickets to get back from the printers so there is still time.

Things are well under way for this year's Train of Lights and we still have positions available for volunteers to sign up for on our member's site, under the volunteer opportunities. So, if you have some spare time, please take advantage of this and sign up. These hours will count towards next year's TOL.

New Members this month:

Thao Chung, Juanita Dion Chiang, Benjamin Fizzell, Emmett Lee, Sam Lee, Rick and Jack Kaitz.

I would like to welcome those new members aboard and

extend an invitation to them to come out and volunteer. We have many areas for you to participate in. Also, it is a great way to make new friends and become part of our Railroad Family. I have already seen at least one new member out and volunteering.

As a reminder Club Express now has your Membership Cards available to print out. Also, I have set up Club Express to send out hard copies of renewal notices to those of you who do not have email.

Also please remember to update your information on our member's site. If you do not inform us of address or phone number changes you may miss out on important information, including renewal notices. If you have trouble figuring out Club Express contact me by email at membership@ncry.org or by phone 510-508-0503

Thank you,

Rich Alexander

Treasurer's Report

Pat Stratton - Treasurer

The financial situation for the PLA is fine. Our Special Trains earned \$17,509 in September. We ran a Charter which earned \$3,500. The Gift Shops, both Sunol Station and online, grossed \$2,506 and Commissary grossed \$776. We sold scrap metals for \$1,536 and collected Storage Fees for \$3,120. We also received contributions of \$33,312, of which \$30k was a grant from the Candelaria Fund toward restoration of the SP1744. I want to thank all contributors for their support.

The PLA's total income was \$63,475. Expenses were \$51,373, and so our income exceeded our expenses by \$12,102. Work readying our Train of Lights is well underway. After not running the TOL last year we expected - and budgeted for - greater than usual costs to prepare our equipment and replace worn decorations for the coming Holiday season.

With income every month and good control of our expenditures, the PLA is in very good financial shape. We have an excellent cash position. As this is written we have completed Special Train operations for 2021 with two weekends of steam operations, full trains and happy riders.

Donations during the month were as follows: SP1744 \$31,575; New Loco Shop \$100; General Fund \$1,217; and In-kind Contributions totaled \$339. 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 value transparency and accurate record keeping.

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

Pat Stratton

treasurer@ncry.org

TOL Volunteers Needed

By the time you read this Club Car, we will be about 10 days away from the beginning of the Train of Lights. As I write this we have so many spots still open for volunteers. We need so much help this year, and if everyone on our past list, and those who offered to help this year, would sign up for at least 1 or 2 nights this season, we would have the spots covered. Please sign up online for caboose, dome, and parlor car hosts, and snack bar helpers at ncry.org or let me know and I can sign you up.

Thank you

donna alexander

station-agent@ncry.org

Brush Cutting

Mark Whitman

It has been my intent to try and make brush cutting less labor intensive. To that end I wanted to get the tie handler with the grapple attachment up and running to see if it would work for brush cutting. After two hydraulic hose failures we determined that if you stretch the boom and the stick out all the way and rotate the grapple it wipes out the hydraulic hoses. Being more careful in the operation in trying to keep the grapple closer to the tie handler it seemed to work better.

On Wednesday, August 25 we headed West from Brightside to the end of the curve at the first big fill and removed the trees that were on the slope. The tie handler worked very well at picking larger limbs off the slope and feeding them into the chipper. Assisting that day were Ron Thomas, Bob Pratt, Wes Osdal and myself.

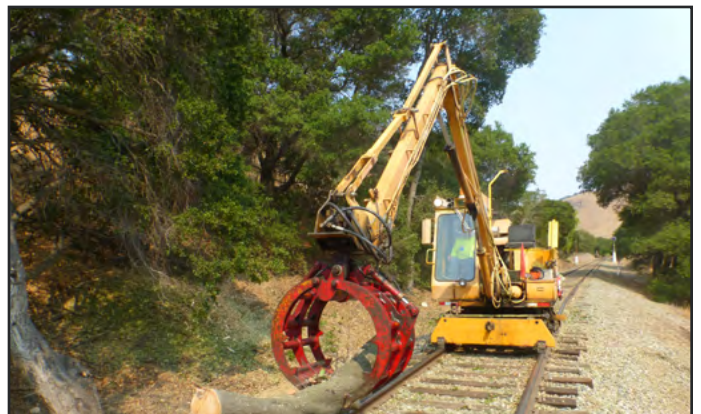
On Saturday, August 28 at the request of the Signal Department, we went to Farmers Crossing to remove limbs from the power lines feeding the signal. Assisting that day were John Pelmulder, Doug Vanderlee, Curt Hoppins and myself.

On Wednesday, September 22 we headed West to the block signals west of Dresser Bridge and with a large crew got quite a bit accomplished. Assisting that day were Nick and Liam Zamora, John Roth, Adam Weidenbach, Ron Thomas, Bob Pratt, Ken Southwick, Wes Van Osdol and myself.

On Saturday, September 25 returned to the same area with the bucket truck and took care of the upper limbs that we did not get to on the previous Wednesday. Assisting that day were Matt Petach, John Pelmulder, Ron Thomas, Rhonda Dijeau and myself.

I believe that the tie handler will prove to be a handy tool at being able to pick up larger limbs and feed them directly into the chipper. It also can pick up limbs down the slope and save a lot of back breaking labor. We are going to schedule brush cutting twice per month on the fourth Saturday and the Wednesday prior to that Saturday.

Mark Whitman



Photos by Matt Petach

Mark Whitman is running the tie handler while Ron Thomas is standing next to the chipper.

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Photo by Stephen Barkkarie

Mow will reach to new heights with this new combination.