



THE CLUB CAR



Bulletin 700

Pacific Locomotive Association, Inc.

December 2021

Building East with New Ballast



Photo by Mike Carter

The track crew preparing to lift track.

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Saturday, November 6th, 2021 saw great progress in Eastward track construction as more than 15 Volunteers showed up to help lift track and place new track ballast. The track crew completed about 500 feet of track east of the switch at Verona to bring the elevation of the track to final vertical grade. Ballast was transported from stockpiles stored near the Happy Valley Road bridge with the small ballast car powered by the CAT backhoe as operated

by Steve Barkkarie. The track was lifted to final grade using the top-of-rail stakes set previously every 25-ft. The tie extractor is used for lifting the track, then held in place with track jacks as the tamper tamps the ballast under the ties up to each jack. This is a process that uses a level board with the track jacks to finalize the finished grade on the top-of-rail. Lunch was served at Verona courtesy of Doug Debs. During

Continued on Page 5

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

DECEMBER 11

11:00 AM

In Whitehouse @ Brightside

In-person & Teleconference

NOTE:

Time change of Board Meeting
due to TOL.

TRAIN OF LIGHTS DEPARTURES

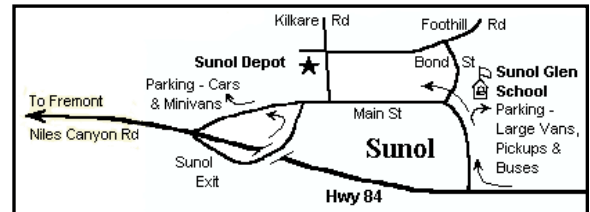
The Trains of Lights depart from Niles Station at 4:30PM and Sunol Depot at 7:30PM on select Wednesdays, Fridays, Saturdays and Sundays during the holiday season from November 19th to December 28th, 2021 (except Christmas Eve and Christmas Day).

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.

BOARDING LOCATIONS

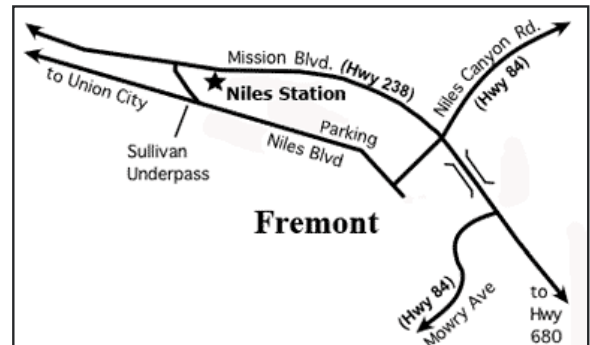
SUNOL DEPOT

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
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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

===== December Activities =====

December 4	1st Saturday	MoW Building East	8:00 am - Brightside - Mike Strider
December 11	2nd Saturday	Board of Directors Meeting,	11:00 am - Brightside

NOTE: TIME CHANGE FOR BOD MEETING

**Please signup for the TOL.
There are openings for you to fill.
We have 19 days of TOL this month.**

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported more than 3,240 volunteer hours for the month of October. 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

ADMINISTRATION

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Steve Barkkarie
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Bob Bradley
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Dee Murphy

FACILITIES

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Gerry Feeney
Jack Harrington
Jacques Verdier
Joe Romani
John Zielinski
Kent Hedberg
Matt Petach
Mike Pechner
Randolph Ruiz
Rich Alexander
Rich Gove
Steve Barkkarie
Steve Coon
Wesley Van Osdol

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Patrice McDonald

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Bill Stimmerman
Chris Hauf
Derek Schipper
Gerald DeWitt
Gerry Feeney
Howard Wise
Jeff Haslam
Karl Swartz

MECHANICAL

Linda Stanley
Steve Barkkarie

MEETINGS

Alan Siegwath
Alex Castro
Brion Hildebrand
Charles Smith
Chris Hauf
Curt Hoppins
Dave Burla
Dexter Day
Don Gholson
Donna Alexander
George Childs
Henry Baum
Jeff Haslam
Jim Baber
Jim Gilmore
Jim Stewart
Joe Scardino
Justin Legg
Karen Kadaja
Leslie Smith
Linda Stanley
Mark Miller
Marshall Williams
Matt Petach
Mike Strider
Patrice McDonald
Paul Veltman
Peter Midnight

MEETINGS

Rich Alexander
Rob Giles
Steven Miller
Thomas Libbey
Tom Eikerenkotter
Zona Fowler

MOW & TRACK

Adam Weidenbach
Bob Gilbert
Bob Pratt
Chris Campi
Doug Vanderlee
Joe Romani
John Pelmulder
John Zielinski
Jorg Linke
Ken Southwick
Liam O'Leary
Mark Whitman
Matt Petach
Mike Strider
Nick Zamora
Rick Kaitz
Ron Thomas
Steve Barkkarie
Steve Hill

OTHER

Barry Lependorf
Ed Best
Glenn Fountain

OTHER

Jim Stewart
Joe Scardino
Jorg Linke
Linda Stanley
Patrice Warren
Paul Veltman
Zonker Harris

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Kent Hedberg
Mark Miller

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Bent Christensen
Bob Gilbert
Bob Pratt
Brad Jones
Charles Franz
Charles Navarra
Chuck Kent
Donald Kirker
Gary White
Gerald DeWitt
Henry Chandler
Jeff Schwab
Jon Williamson
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Jorg Linke
Justin Legg
Kent Hedberg
Mike Carter
Ron Quilici

TRAIN CREW

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Warren Haack
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TRAIN OF LIGHTS

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Bev Barkkarie
Bob Moore
Cynder Niemela
Dave Hipple
Denis Murchison
Dexter Day
Donna Alexander
Ed Best
Gary White
Jim McDaniel
Joan Weber
John Burnside
John Link
Linda Stanley
Lou Bradas
Marshall Williams
Pete Goodier
Peter Bradas
Phil Stone
Ray Freeman
Rich Alexander
Ron Thomas
Steve Jones
Steve Van Meter
Sue Thomas
Terry Stokes
Tom Crawford

President's Message

Henry Baum - President

The 2021 Train of Lights has begun in earnest for this holiday season. Things are going surprisingly well when you take into account that we sat out all last season. Things have not gone flawlessly, but whenever problems have cropped up the folks get together and find a solution. The All Day Lunch (SP1975) has given us some brake headaches already, causing it to be cut out from the test train which also made the train very late. The car was repaired by Stephen Barkkarie and Doug Vanderlee. It was back in the train for the Friday first public run and performed well.

The first public train was held to allow as many folks as possible to make it to the station and get their TOL experience. Two major wrecks on I680 had really messed up traffic throughout the entire Tri-Valley area. I know first hand, as it took me 90 minutes to go from about the Pleasanton-Sunol Ridge parking lot on Foothill Road to the Sunol depot. Others were stuck even longer on Pleasanton-Sunol Road. All the surface streets got jammed up because people were following instructions from their smart phones to find the 'best' route to get out of trouble. People need to realize that if the software is telling you to go a new way, it is also telling everyone else to go that way. I knew this was true because the programs were telling everyone to turn onto Bond Street when they got there. And if you know Sunol, that just made traffic even worse, but the train held for everyone who called and said they were close, and those passengers certainly will remember how we accommodated them. And the passengers who got there on time didn't seem to mind.

That made us late getting back to Sunol for the second run. That was the Sunolian Tree-Lighting train, the last free train they will be getting. We will work out a more equitable situation for the Sunolians and the PLA going forward. Meetings are being scheduled to work out those details. The train performed well, and everybody got home safe. Things were looking good.

Saturday the first public run of the day left Niles a little late, but then problems began cropping up. The train struggled up the hill as something was causing the train brakes to lock up. It took a few tries to get the problem solved enough to get the train to Sunol, a little late but with the All Day Lunch remaining on the train. The first Volunteer train was the second train on Saturday, so our volunteers know to be forgiving as they know how problems can crop up.

The All Day Lunch is the car where our world-famous hot cocoa is brewed, so it's a car we really need to have on the train. Hopefully those problems get resolved and the train runs well the rest of the season. Steve Barkkarie just called me and told me they think they have the problem resolved, but today's train will tell us where we are. The next train after Sunday November 21 is the Friday after Thanksgiving which gives us time to solve anyway residual problems.

How many nights have you volunteered for? I can assure you that you are needed, but it is also important that you sign up for the job you want to perform. If signing up online is too confusing, just give Donna or Rich Alexander a call and they will get you

signed up. Last night I had to fill in for a caboose host who was unable to show up. Again, caboose host is the easiest job on the TOL. First Class car hosts is also very easy duty.

We have lost a few key volunteers due to illnesses already (non-Covid related) so when you volunteer for the easy jobs, it frees up someone with more experience to move up and fill a position where experience makes the job simpler. It is absolutely true that the more you volunteer on TOL the more tricks and tips you will learn which makes the job easier every time you do it.

This is short, because I have to go work on the train. I will be on every train this year to make sure every position has someone to fill it. When I am extra-neous, I am willing to forego the train ride and move to a ground position, and I have no problem going home and taking a nap.

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

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
Gift Shop Manager

NILES CANYON RAILWAY

MoW East

Mike Strider - Chief Engineer

Continued from Page 1

the next few months we will be continuing the ballast phase until we reach Happy Valley Road bridge.

Mike Strider



Photo by Mike Carter

Ed Best cranking up track jack.



Photo by Mike Carter

Doug Debs serving lunch to Mike Strider.



Photo by Mike Carter

Lifting track using jacks and level board.



Photo by Mike Carter

Leveling track with level board including superelevation.



Photo by Mike Carter

Dumping ballast from ballast car.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

Yes Virginia, there is a Santa Claus. He survived the pandemic and is once again riding the rails on the Niles Canyon Railway. We have decked the cars with boughs of holly and hung the garlands with care. Once again Dr. Christmas has left no space bare. The weather is not so frightful and the train is so de"light"ful, it must be holiday time in the canyon again.

The interior crews have done a spectacular job of festooning the train with all the trimmings and the exterior decorators worked long and hard to string lights on a quarter mile long collection of cars. Yours truly even joined the fun by taking on the job of roof lighting. We had a few fixes to see to after the "test train" including a failure of the All-Day Lunch car to pass the terminal air test. At the last minute, the crew had to disconnect the power and public address, break the train in the middle, and set out the car. They did the unpleasant chore quickly and professionally. The train was a little late picking up passengers, but the night was a success, and all who rode caught the joyful spirit.

The troublesome car was immediately seen to the following day. We fortunately had a rebuilt triple valve in stock and were able to replace the faulty one. We followed this up with the required Single Car test and ran the car through many set and release cycles to be sure it would perform. You have to be ready for small problems, they can crop up at any time. I would like to thank Doug Vanderlee and Kurt Olsen for diving right in to help.

All the volunteers have spent hours planning, purchasing, cleaning, and practicing after a yearlong hiatus. Commissary has stocked up on all the goodies everyone expects on the Train-of-Lights (those folks really got a scare from the ADL set-out because that is the kitchen car where the magical hot chocolate is made). MOW has spent several days sprucing up the



Photo by Stephen Barkkarie

How many volunteers does it take to screw in a light bulb? Just one with the right tool.

Niles station to get ready to board passengers again. Lots of weeds to clear, some platform and track repairs, lines to paint in the parking areas and lights to be replaced. Portable facilities had

to be brought in and staff needed to go through a review of duties. Everything looks ready to go there.

Sunol Station has been in use during summer and fall and so is primed for

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Stephen Barkkarie

MOW replaces tired switch ties with help from the CASE backhoe.

action. At Brightside, track crews have taken several weeks replacing worn out ties under switches that will be getting a workout this time of year. Those long ties are a challenge to remove and take extra labor to install because we must tamp them in using a hand-held pneumatic tamper given the small spaces between the converging rails. The turnouts in the West of Brightside are some of the first one installed by the PLA and

have given us many years of service. It is no surprise upkeep is required as these switches get use daily.

A little further East, the folks from GGRM have repaired all the air leaks on their last remaining equipment on PLA property and by the time you read this Union Pacific should give them a date for pick up from Hearst siding. Golden Gate was able to arrange a special move to take the three subur-

ban coaches and two F-7 locomotives to Schellville.

Our forces continue to push Eastward with ballasting and profiling. We have had large crews show up for this work and the track really looks great when it is brought to grade and superelevated. At this rate we should reach Happy Valley by summer and then build on toward Castlewood Golf course. I look forward to returning to this satisfying work after we put the TOL to bed.

Alameda county sheriff's office accepted our invitation to take a locomotive tour of the Right of Way to survey the increasing number of illegal camps. Of particular concern is the area between Farwell and Dresser bridges because our MOW crews note that lately, in addition to the mounting garbage, the "residents" are now cutting trees for firewood. We also noted a telegraph pole just west of milepost 32.25 has been freshly sawn down as well as the Mayborg station sign vandalized. I am told the sheriff has been tasked by Alameda County Water District to take steps to remove the trespassers and they promise to coordinate with us to remove some of the squatters on our easement near Vallejo Mills. (Our crews pick up garbage from an abandoned camp one week and the next week there is a new camp set up.) There is no easy answer to this growing problem, but when the safety of our equipment and that of our passengers is threatened we need to take a tough stance.

Enough of that solemn subject for what should be a happy time of year. We at the Niles Canyon Railway have waited a long time to put on our crowning event of the year and all of us look forward to hosting friends and families on what has become iconic tradition in the Bay Area. Come on out, enjoy the spectacle and have a Merry Christmas one and all.

Stephen Barkkarie

NILES CANYON RAILWAY

Stack Talk

Alan Siegwarth

Please help the Southern Pacific 1744 Project by Making an End of the Year Donation!

As we reported in last month's Stack Talk article, there has been a substantial amount of work done on the 1744 over the last year. We also have a lot of work to do over the next six months and much of it needs to be contracted work – which means donations are key to keeping the restoration work moving forward! Please, if you can, make an end of the year DONATION towards the SP1744 restoration. While the board has decided not to do an end of the year fund-raising drive in 2021, the SP1744 project still needs donations to help fund the restoration work. Our progress disassembling the locomotive has found issues in the running gear that need to be fixed – nothing our volunteers can't fix with a lot of work and outside help. Unfortunately, while our machine shop is suitable for work on the smaller locomotives PLA operates, most of the 1744 parts are just too big to work on in our shop – which means we need to contract the machining out to get it completed. Please think about an end of the year donation to help fund the contracted machine work.

The last driving axle, the #1 driver, was dropped out of the frame on 11/13/21. The locomotive looks rather strange now with the frame sitting on the pilot truck and a shop truck supporting the rear. The axle, wheels and boxes are currently being cleaned up for assessment, but preliminary investigation shows the #1 axle boxes were built up with brazing rod as well. So now, we have four driving boxes that need the brazed shoe/wedge surfaces redone. We have not determined exactly how we will fix these boxes but this unplanned work will need to be sent to an outside shop to complete the repairs. A short list of work that needs to be done next year to get the frame back on its drivers is included:

- Driver work – turn/replace thrust bearings, grind journals, machine centers and install new tires
- Driving box work – fix bronze surfaces, babbitt thrusts and machine crown brasses
- Springs – clean and rebuild. Replace cracked leaves.
- Replace pins and bushing in spring rigging

- Retram, shim shoes/wedges as necessary.

Suffice to say, the above list is a huge amount of work and we will need help both financially (please donate!) and more volunteers to reach our goal of getting the frame back on its wheels next year. Please help us meet this goal!

The above work also doesn't include



Photo Credit: Jim Wrinn

We've brought her home, now we need your help!



This Southern Pacific steam locomotive helped grow the Bay Area and California for many decades. Please help us by donating, so we can continue to preserve this 1901-built icon for future generations.

Your tax-deductible donation of any amount will help our volunteers rebuild this engine for many more years of service. Various projects in progress include:

- New firebox, mud-ring, staybolts, and tubes/flues
- Running gear inspection and repair
- Drive wheel removal and repair



To give, please visit
ncry.org/donate



Pacific Locomotive Association is a 501(c)(3) nonprofit organization dedicated to preserving California's rich railroad history. The PLA operates the Niles Canyon Railway Museum for the educational benefit of the public.

NILES CANYON RAILWAY

Stack Talk

Alan Siegwarth

rebuilding the pilot truck which we determined needed to be done when the locomotive was inspected in Colorado. We are hoping that we will be getting started with the driver work by February of 2022, but more on this when all the arrangements are completed.

The steam crew wants to thank everyone that has donated towards the SP #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. Make sure you note on your check that it is a donation for the SP1744! Thank you for your support on this important restoration project!

Alan Siegwarth



Photo by Alan Siegwarth

Driver is dropped into the pit with the Pettibone Crane under the watchful eye of Henry Chandler.



Photo by Alan Siegwarth

A bare frame – look no driving wheels!



Photo by Alan Siegwarth

Gerald DeWitt, Henry Chandler and Dee Murphy get set to remove the driving boxes from the axles.



Photo by Alan Siegwarth

Henry and Gerald DeWitt assisting with removing the driver from the drop pit.



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

Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:

A TRIP AFAR FOR QUINCY #2's VISIT TO SIERRA RAILROAD

It has now been a year since we were all excited that SP2467 was once again going to represent the PLA on a foreign railroad in Oakdale's "IRON HORSE ROUNDUP", but fate is the hunter, the engine developed a major problem coming down off the Altamont Pass. The damage to the bearing put the engine out of commission for any major operation. Today, the engine sits at the California State Railroad Museum in storage.

This tale begins at Brightside getting the Quincy No. 2 ready for a great adventure to Oakdale to participate in the 2002 "Iron Horse Roundup". Where the big guy didn't make the show the year before, the little No.2 will represent the PLA in the 2002 Roundup. It is August 24, 2002, the little engine is being readied for the trip to Oakdale, although the engine will be transported by truck, there is a lot that has to be done to transport an engine by truck, especially a small tank engine.

The safeties, whistle and foot boards were removed for transportation. I contacted the trucking company and had them scheduled to arrive early Thursday morning August 29, 2002 at Brightside crossing for loading. The train was set up the day before, so all Alan Siegwarth had to do that morning was fire up the switcher 462 and air up the idler cars behind the No.2. The train then was pulled across Brightside crossing to the West side, when that was done the low boy truck backed into position and got set up for loading.

Now it was our turn to jump into action and build a loading ramp which we did. We have built so many ramps, it actually looked like we knew what we were doing. The rails on the truck were already preset by the trucking company. It was now time to load the engine. There is always a chance that something could go wrong and we could screw up the loading, but today, everything came together as it was supposed to. The truck now loaded and engine tied down to transport. The truck was able to leave Brightside at 9:30 am. The engine was small enough to make it under the wire by 3" of being an over-height load. The truck stopped for lunch en-route. It is not too common for a restaurant to have a steam engine sitting on a truck in their parking lot. It was an eye catcher. The truck arrived around 12:30 pm and the engine was unloaded around 2:00 pm and was parked in the Sierra shop in Oakdale by 3:00 pm so our crew could work on the engine. Errol showed up and Alan, Errol and others commenced to put on the safeties, whistle and the footboards that were removed for shipping. They also discovered that



Photo by Dexter Day

The ad for the 2002 Iron Horse RoundUp on the Sierra Railroad featuring the Quincy #2 & SSR #28.



Photo by Henry Luna

The #2 when the engine was loaded on truck at Brightside.

the journal pads were packed down during the loading and unloading process. The Roadmaster Larry Ingold gave our crew a key for the shop and facilities. The Sierra Railroad went out of their way to make our crew feel right at home while we were there.

At that time, we were the only engine on site, but things were going to get better. It seems like there were some agreements between the State Railroad Museum and the Sierra Railroad that had to be worked out and they were. The Sierra Rwy. #28 was going to arrive the next morning. "Great, now the No.2 will have somebody to talk with".

On Aug 30, 2002 our crew showed up early to go over the running gear and fluff up the journal pads. After steaming up the engine and doing work on it during the day, our crew was advised that the diesel crew is calling it a day.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo by Alan Siegwarth

Quincy 2 sits in SRR shops waiting for our crew to get the engine ready for operation in the morning.



Photo by Alan Siegwarth

Returning to Oakdale, No. 2 at speed showing what she can do.



Photo by Patrice Warren

Jeff Schwab, Alan Siegwarth, George Sapp and Dennis Mann take time out for a picture with Quincy #2 and Sierra #28.

The crew of No.2 was going to do some moves. When the Sierra Conductor returned from dinner. The No. 2 coupled onto the passenger train and moved it to the station for the next morning run. What they didn't know was that the long truck ride broke loose all the accumulated soot in the tubes and smoke box and when they cracked the throttle, all that loose material went all over the freshly washed passenger train. OOPS! On Aug. 31, 2002, the big day had arrived. The No. 2 will start the day out by pulling a rail fan special.

On the return trip to Oakdale and while taking on water, there was smoke on the horizon behind them about a mile. That was Sierra No. 28 making its way to Oakdale. The No. 28 sat most of the day on display. The idea was presented to have a double header and that is what took place on the 12:00 pm regular train which makes a twelve mile roundtrip. Although steam has never been retired on the Sierra, double headers are rare. The last one was the No. 3 and No. 28 about ten years ago. The heat was something the crews had to fight off. Plenty of water was on hand and the fireman had to watch out so he didn't get cooked alive since he was on the sunny side of the engine. Later in the afternoon, the BBQ train headed out about 13 miles and almost to Warrenville. After the BBQ, the No. 2 and No. 28 doubled headed the train back to Oakdale arriving after dark and coming in with headlight on bright. Great trip and all had a trip to remember. The next morning, Sept. 1, 2002, after the "man vs. iron horse" 12k run. The No. 2 ran the race with the runners stopping here and there to let runners catch up. After the race was completed, The No.2 ran its runs throughout the day. Due to the heat, the engine had a little problem that needed looking at so No. 28 did the last trip that day. With the problem fixed, No. 2 was back in action. The following morning Sept. 2, 2002, our crew was at the shed early to get the No.2 ready for the chartered mixed freight. After the crew of No. 28 put the train together they stopped by to say good-bye. They were leaving and

Continued on Next Page



Photo by Patrice Warren

George Sapp guides #2 in with Errol Ohman at the throttle for a joint for a historical moment with Sierra #28.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from Previous Page

heading back to Jamestown to be there in time to pull their excursion trains for the day. As No 28 whistled off leaving town, the No.2 whistled off in response in saying good-bye to each other.

The No.2 was ready for the 38 mile round trip to Cooperstown and that would be the longest trip of the weekend. Since the engine was facing West, it will run around the train at Cooperstown and head back to Oakdale. Also, by running backwards out of town. That puts the smoke stack right against the coach. Nothing wrong with that if you have ear plugs. When the train leaves Oakdale. The sound in that coach must have been deafening. It was reported that passengers did have fingers in their ears.

The charter went well and like all PLA charters, there were plenty of photo stops. The crew had a minute after runaround in Cooperstown to have a crew shot with engine taken. But it was time to get the train ready for the trip back to Oakdale. When the train was about ready to leave Cooperstown we almost left the CMO (Errol) in Cooperstown. All turned out well and the No. 2 whistled off for the return run. After arriving in Oakdale, and when the train was unloaded the engine was spotted in front of the old SP depot for photo shots. It was time to put the engine to bed and get it ready for its trip back to Brightside by truck in the morning. As the Iron Horse Roundup comes to a close our crews can look back over the past few days and have a lot to be proud of. Along with making many passengers happy, PLA received many compliments about the professionalism of our crew and the great running Quincy No.2. I think Errol Ohman summed it up when he said, "He has been involved in several of these multiple engine events and never had two groups work as well together and have as much fun as we did". With that said, this tale can come to an end.

(Allen Siegwarth wrote an excellent article in 2002 on the Quincy #2 trip to Oakdale and the "Iron Horse Roundup", it was very helpful in writing this article).

Dexter D. Day



Photo by Alan Siegwarth

QRR #2 and SRR #28 heads West toward Oakdale with an overpowered excursion train.



Photo by Patrice Warren

With the sun setting in the West, #2 & #28 with Dinner train heading toward Oakdale.



Photo by Patrice Warren

At Cooperstown waiting for departure time back to Oakdale. The crew: Jeff Schwab, Alan Siegwarth, Chris Holombo, Gerald DeWitt and Errol Ohman.



Photo by Patrice Warren

Quincy #2 heads West for the last time. Upon arrival in Oakdale with the PLA charter, "The Great Adventure" will come to a close.

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

New Members:

Thao Chung; Juanita Dion-Chiang; Jack Kaitz; Rich Kaitz; Emmett Lee; Sam Lee; Henry Phipps; John Roche.

Jim Baber has requested Voting Member status. He was presented at the last board meeting and has met the requirements to become a voting member. He will be voted on at the next Regular Membership Meeting.

Members in the renewal cycle: This cycle covers about a 50-day window. There are 71 members in the renewal cycle. If you don't renew you will be dropped and if you have a gate card it will be deactivated.

Also, we once had all members due at the end of December. That being said there will be many notices going out this time of year. This also includes notices to Life Members. You might say why am I getting a notice? Well, the way Club Express is set up is that everyone gets a notice on their anniversary date. This has good and bad features. The bad is that you will get a reminder notice. The good is that you will contact us about the notice, this serves as a way for us to keep in touch with and know that you are still around and interested in the organization.

If you get the notice, just contact me at membership@ncry.org or call me on my cell phone 510-508-0503. I will update your records in the data base. Please be patient with me as this is a busy time of year with the Train of Lights, which I am also heavily involved, but I will get back to you.

Thank you,

Rich Alexander



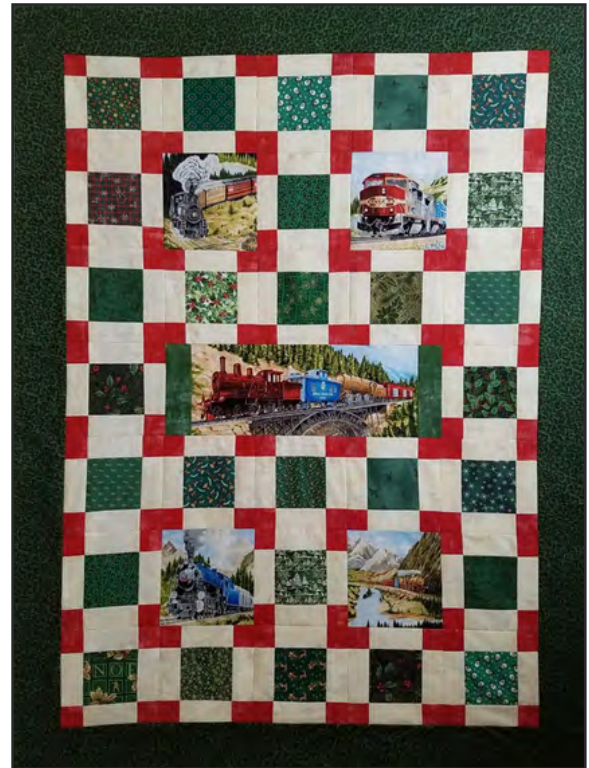
Photo by Mike Strider

The West Coast Railroaders Group (WCRG) held a speeder excursion Sunday, November 7th on the Niles Canyon Railway. The group consisted of 11 speeders of various types including both two cycle and four cycle power.

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

Treasurer's Report

Pat Stratton - Treasurer

Notes on our Balance Sheet: Our cash position as shown is very good. In addition, we have sold all of the Train of Lights tickets, and that cash is not reflected here - it is being held in reserve by the ticket seller until after each day's runs are completed. That way, if for some reason those runs can't be made (weather damage to railroad, Covid-19 surge or County rule change, sickness among volunteers...) we can easily make any necessary refunds. As we complete these runs and take possession of this cash our cash position will only get better.

Income Statement: We earned \$33k from steam runs this month and have sold almost \$3,600 in TOL tickets for the Member Trains. Gift Shop sales were almost \$4,600, with our busiest months ahead and selling from our Gift Shop on the TOL. Donations were \$16.4k, boosted with one \$10k donation to the General Fund by a benefactor in Oregon. We continue to receive storage fees from GGRM for use of our ROW to store their equipment, although this may end the first of next year.

Budget (note that at the end of October we were one third (33 1/3%) of the way through our fiscal year budget): In-

come will leap ahead with performance of our scheduled TOL runs through the end of December. We expect Gift Shop sales to do well too. Expenditures on projects, including TOL setup, are pretty much in line with budget. We have spent over \$11k on hazmat disposal - this was triggered by cleaning out our old hazmat buildings to make way for setup of the two newer donated ones. The topographical survey of our Niles property is nearly complete, as is the financial audit of our previous fiscal year records and reports.

Our major expenses the next two months will be in support of TOL. Cleaning the train every day is a big one, as is keeping our temporarily expanded fleet of rental toilets in order. We will use more diesel fuel, and both Commissary and the Gift Shops will need constant restocking. We have doubled trash and recycle haul-off services; we also provide a meal for our crews and volunteers at the mid-point of the usual 9 hour shift each day.

Other projects will take their typical Winter breathers. Work on the Pleasanton Extension will slow until March, and the same with the Ranch Car and the 1744 restorations - all volunteers are needed for successful running of the TOL so little time or other resources are available until after the holidays when the train has been put back into its usual configuration.

A note for anyone whose responsibilities include purchasing supplies on behalf of the PLA: I need a formal Reimbursement Request with original receipts attached, and detailed information on what it was for, in order to write

you a reimbursement check. Keep a record of those expenditures; and get them to me as soon as possible. Also, do not use overnight or expedited shipping without my advance approval. Very few of our purchases require the speedy delivery that can cost 10 or 20 times standard delivery. On a large or heavy object that can be many hundreds of dollars.

I will be working many of our TOL trains over the next 6 weeks. I hope to meet many of you on those trains, maybe enjoying the festive Holiday atmosphere it is famous for while riding with your family or friends. Or better yet, work beside you while you are volunteering and are actually helping generate that festive Holiday atmosphere. Look for me.

Feel free to send questions or comments to: treasurer@ncry.org, or call 650-888-8619.

Pat Stratton
treasurer@ncry.org

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. Donations of securities can be made to the General Fund or our Endowment Fund. Contact your broker to initiate the transfer; then contact Pat Stratton, Treasurer, to complete transfer to the PLA. Call 650-888-8619. Email: 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.

Reduce Your Taxable IRA Distribution

If you are over age 70½ you can contribute to the PLA directly from your IRA. Your Qualified Charitable Distributions may reduce your taxable income from Required Minimum Distributions (RMDs). Contact your IRA administrator, they can easily set this up for you. Questions? Contact Pat Stratton, Treasurer, 650-888-8619. Email: treasurer@ncry.org.

NILES CANYON RAILWAY

Brush Cutting

Mark Whitman

On Wednesday, October 20 we headed east to the long tangent track just west of Sunol. With the brush chipper, tie handler, and the backhoe, we removed small trees and stumps and raised up the canopy on several large trees. Assisting Bob Pratt, Ron Thomas, Rick Kaitz, Adam Weidenbach, Matt Petach, and myself.

On Saturday, October 23 we returned to the same area with the addition of the bucket truck to take care of limbs that were higher up and continued to remove small trees and stumps. Assisting Ron Thomas, John Pelmulder, Chris Campi, John Zielinski, Adam Weidenbach, and myself.

After the big rainstorm on Sunday, October 24 Doug Vanderlee surveyed the railroad for storm damage and discovered a large oak tree down at Stairway to the Stars. On Wednesday, October 27 Doug Vanderlee, Matt Petach, Pat Stratton, and myself went west and cut and chipped it. We also took a ride east of Bond Street and found a large limb off a eucalyptus tree that had fallen.

When we were on our way back from the west end, I noticed that both the chain link gate and the railroad rail fence at Palomares Road entrance needed repair. Doug Vanderlee cut a piece of rail and drilled holes for joint bars to fit the missing piece of the rail fence. Doug Vanderlee, Matt Petach and myself went down to the Palomares gate and repaired both.

Steve Barkkarie informed me that there was a tree at the east end of Brightside near the existing fuel shed that needed removal to establish a secondary legal width fire access road for the East end of Brightside and improve access to our sanitary holding tank." On Friday, November 12 Steve Barkkarie, Matt Petach, Dee Murphy, Doug Vanderlee, and myself started on the removal using the Pettibone Rough Terrain crane to lift the large pieces from above the existing electrical lines. We used the Marklift to make cuts over the electrical lines and used the forklift mounted dump carts to chip the brush into and haul them away from the site.

Mark Whitman



Photo by Matthew Petach

Doug Vanderlee directing Mark Whitman in the backhoe as they push the chain link fence back upright.



Photo by Matthew Petach

Doug Vanderlee, cutting the existing railing ends square.



Photo by Matthew Petach

Mark Whitman about to lift the replacement section of rail into place using the backhoe.



Photo by Matthew Petach

Replacement section of rail bolted in place, looking like it always belonged there.

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Photo by Chris Hauf

Steam Department volunteer, Chris Hauf, has been busy adding some extra lettering touches to some of our freight cars in preparation for a planned upcoming steam charter for Lerro Productions in March of 2022. He has added the Flying A logos to our AOX tank car along with a proper American Car & Foundry builders stencil on the frame. Using tracings already on file with the Steam Department, Chris was able to make digital artwork from the those and then cut appropriate size stencils to letter the car. This car will need repainting in the next few years, but these logos add extra historically accurate visual interest in the meantime.