



THE CLUB CAR



Bulletin 703

Pacific Locomotive Association, Inc.

March 2022

SP #1744 Project Keeps on Rolling One Wheel at a Time



A driver up in the lathe with all new shiny wheel treads and journals after turning.

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The Steam Department has had a really busy month and accomplished a lot on the SP #1744 Project. At Brightside, we have been working on the frame continuing the ongoing cleaning/painting and inspection. With the drivers out of the way, the suspension is being inspected and so far we have found the pins and bushings in good shape. We still have plenty more to inspect on the suspension but we are hoping based on the early inspections that the repair

work required will be minimal. The rear fireman's side spring was removed with a fair amount of difficulty since it is tucked inside the frame. The spring will be sent out for repair of a cracked leaf along with any other springs that have issues. The shoes and wedges were reinstalled so additional measurements could be taken in preparation for driving box work.

Over the past 120 years of service,
Stacktalk continued on Page 8

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

NILES CANYON RAILWAY

MEETINGS

Board of Directors

Friday
MARCH 11
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

Membership Meeting

Friday
MARCH 11

(Following BOD Meeting)

7:00 PM

In Whitehouse @ Brightside
In-person & Teleconference

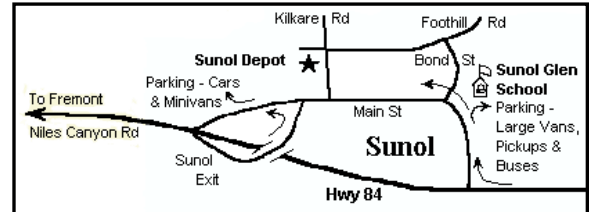
General Meetings

Meetings are held in January,
March, May, June, July,
and October, but can be
subject to cancellation.

BOARDING LOCATIONS

SUNOL DEPOT

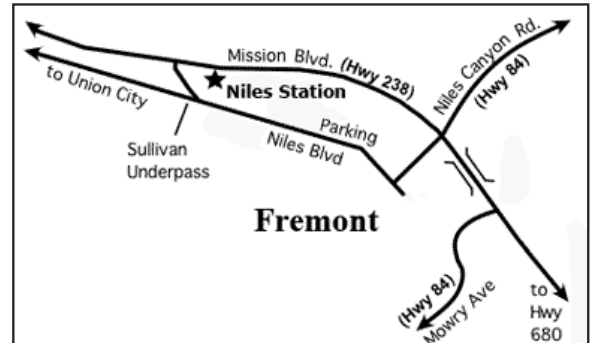
6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536

This station
temporarily closed



===== 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

March Activities

March 5	1st Saturday	MoW Building East	8:00 am - Brightside - Mike Strider
March 11	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum	
March 11	2nd Friday	General Meeting, 7:00 pm - Brightside - Henry Baum	
March 12	2nd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol	
March 13	2nd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol	
March 19	3rd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol	
March 20	3rd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol	
March 23	4th Wednesday	Brush Cutting 7:30 am - Brightside - Mark Whitman	
March 26	4th Saturday	Wedding Charter, 5:00 pm - 7:00 pm - Jim Evans	
March 26	4th Saturday	Speeder Charter, 8:00 am - 4:00 pm - Jim Evans	

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,550 volunteer hours for the month of January. 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

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
Rich Alexander

Archives & Library

Brian Hitchcock

Car Department

Bob Pratt
Bruce Burke
Chris Campi
Dee Murphy
Dennis Mann
Howard Wise
Liam O'Leary
Linda Stanley
Matt Petach

Car Department

Nick Zamora
Wesley Van Osdol

Commissary

Doug Debs
Laura Bajuk
Ron Thomas
Sue Thomas

Electrical & Signals

Abe Rubasky
Bruce Burke
Curt Hoppins
Jacques Verdier
Jim Stewart
Joe Romani
Kurt Olsen
Logan Rubasky
Matt Petach
Wesley Van Osdol

Facilities

Bob Bradley
Bob Pratt
Dee Murphy
Doug Debs
John Zielinski
Mark Whitman
Matt Petach
Rich Gove
Steve Barkkarie
Steve Coon

Facilities

Wesley Van Osdol

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Alan Siegwath
Bill Stimmerman
Charles Franz
Chris Hauf
Chuck Kent
Dee Murphy
Dennis Mann
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
Justin Legg
Karl Swartz
Kurt Olsen
Linda Stanley

Meetings

Alex Castro
Bev Barkkarie
Bob Bradley
Bob Pratt
Bonnie Harrington
Charlene Murrell

Meetings

Charles Navarra
Charles Smith
Chris Hauf
Curt Hoppins
Dan Mills
Dave Burla
Dave Hipple
Dee Murphy
Don Gholson
Donald Kirker
Donna Alexander
Doug Debs
Doug Vanderlee
Ed Best
George Childs
Henry Baum
Jack Harrington
Jacques Verdier
Jim Baber
Jim Evans
Jim Gilmore
Jim Stewart
Jorg Linke
Justin Legg
Karen Kadaja
Laura Bajuk
Leslie Smith
Linda Stanley
Mark Miller
Mark Whitman
Marshall Williams

Meetings

Matt Petach
Mike Strider
Pat Buder
Pat Stratton
Patrice McDonald
Peter Midnight
Rich Alexander
Rob Giles
Roger McCluney
Ron Thomas
Sally Mills
Steve Barkkarie
Steve Slabach
Sue Thomas
Thomas Libbey
Tim Flippo
Tom Crawford
Warren Haack
Zona Fowler

MOW & Track

Adam Weidenbach
Bob Pratt
Charles Navarra
Chris Campi
Dee Murphy
Doug Vanderlee
John Zielinski
Jorg Linke
Ken Southwick
Liam O'Leary
Matt Petach

MOW & Track

Mike Strider
Nick Zamora
Pat Stratton
Paul Bartz
Paul Smith
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Meyer
Victoria Bartz

Other

Adam Reiderbach
Barry Lependorf
Bob Bradley
Bob Pratt
Doug Vanderlee
Ed Best
Jack Harrington
John Abatecola
John Zielinski
Linda Stanley
Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Patrice Warren
Steve Barkkarie
Wesley Van Osdol
Zonker Harris

Switching Crew

Charles Franz
Doug Vanderlee

Switching Crew

Ed Best
Gerry Feeney
Mark Miller
Rich Anderson
Rich Gove
Steve Barkkarie

Train of Lights

Bev Barkkarie
Bob Moore
Dave Hipple
Denis Murchison
Dexter Day
Donna Alexander
Ed Best
Ed Steiner
Gerald DeWitt
Joan Weber
John Burnside
John Link
Marshall Williams
Pete Goodier
Phil Stone
Ray Freeman
Rob Giles
Ron Thomas
Steve Van Meter
Sue Thomas
Terry Stokes
Tim Flippo
Tom Crawford

President's Message

Henry Baum - President

Things move forward, and things move backward. And sometimes, backward is forward. It is all a matter of perspective, really. In the restoration world, you often have to take things apart to restore what is underneath, and then reassemble. It is the best way to preserve the whole.

It was decided by the Board of Directors that it was time to update our Master Plan, as it hasn't been updated in quite some time. Having learned from the last few attempts at updating things around the Pacific Locomotive Association we will start the Master Plan activity by first having a committee review the current plan and develop a set of requirements for the new one. The key points will be defining the organization's vision for the future by determining what in the current Master Plan has been completed, what has become obsolete, and what new goals are necessary. Once the framework is defined and agreed upon then the detailing and fleshing out of those goals can begin. Hopefully, we can also develop a specific timeline for achieving these goals. The timeline (not the goals) will need to be fluid, and its status updated regularly. Ed Best has agreed to lead this Master Plan Strategic Planning Committee and he is gathering a team of committee members who brings an important membership or organizational perspective to the discussions.

While the pandemic has been going on for some time, there are other diseases that continue to plague us in our daily and personal lives. One of these diseases is cancer, and it is one that is striking very close to home for the PLA organization. Shortly before we began our Train of Lights season last November, PLA member Gail Hedberg, Director-At-Large on the PLA Board, manager of our gift shop services, marketing director, grant manager

and just a general nice person, was diagnosed with a brain tumor. The tumor was further identified as being a rare but particularly nasty one known as a Glioblastoma, which is non-operable. Gail has been undergoing chemotherapy and radiation treatments in an attempt to slow the tumor's progression, but we are all familiar with the difficulties those therapies bring with them. The treatments are sometimes more debilitating than the disease, but they are a necessity for getting some sort of control. Needless to say, these treatments have had a strong impact on Gail's quality of life and have also redirected her focus. To that end, Gail has resigned from her position as PLA Director-At-Large and has turned her other duties over to her volunteer co-workers who want to relieve her of the concerns about getting things done for the PLA.

Per our by-laws, the PLA Board will appoint someone to Gail's position until the next Board election that comes up in May, and then the voting members will elect someone from a slate of candidates to fill the remaining one year of Gail's term. Then in 2023 we will elect someone to the full two-year term.

Cancer is a disease that effects families as well as the person with the tumor. This is especially evident in this case, as Gail's husband Kent, who is also a Director-At-Large on the PLA Board as well as our Road Foreman of Engines for the NCRy, is strongly impacted by this whole situation. While Kent is trying to fulfill his obligations to the PLA, his duties to Gail come first. The pandemic has taught us how to be resourceful in dealing with issues without face-to-face contact, so this is not severely impacting his abilities to perform. Kent has informed the Board that he does not intend to run for re-election to the At-Large position when

his term is up in June.

The PLA Board unanimously agreed that under the current circumstances regarding the pandemic, and the highly personal impact to the organization, that we will once again provide a day of train operations to the "Ride the Rails" Relay for Life cancer benefit. The event is scheduled to run on April 24th from our Sunol Depot. Further details will be forthcoming as they are worked out, as this was just added to the PLA Calendar of Events.

The following Sunday, May 1st, Alameda County will again be holding the one-day 'Stroll and Roll' Event through Niles Canyon. On that day, Highway 84 (Niles Canyon Highway) will be closed to all vehicular traffic, and participants can walk or bike ride through the canyon. This event is scheduled to educate the community about the County's desire to build a first-class walking and biking trail through Niles Canyon to allow folks to experience the beauty of the canyon in a way that our passengers already can see it (and without the physical effort). We will not be running trains that day but we will put some equipment up at the Sunol Depot to allow the event participants to experience some of the more unusual items in our collection.

We have a lot of things going on, and they cannot happen without folks jumping in to work on them. Some jobs will be best accomplished by contracting them out, others need talented volunteers to manage them and get things done.

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

Respectfully submitted
Henry Baum

NILES CANYON RAILWAY

Commissary Department News

Commissary TOL 2021 wrap-up meeting was held online on Jan 29, with 18 active attendees. Highlights:

TOL 2021 Commissary operations were like a well-oiled machine this year, better than ever before, thanks to:

- = Lots of great new volunteers, and great experienced volunteers – wow!
- = Donna Alexander's upbeat recruiting efforts for new Commissary volunteers – this really helped
- = New inventory control lists (thanks to Sue Thomas), which made purchasing much easier and eliminated(!) last-minute purchasing trips.
- = Divided up purchasing responsibilities so spread the load (thanks to Sally Mills).
- = Great help from train crew and prep crew to load commissary supplies onto TOL nightly.
- = Steve Barkkarie's improvements to the snackbar car water supply connections, and the new Brightside well water supply, which saved time every night servicing the train.
- = We switched to recyclable insulated paper hot cups – no more Styrofoam.

= A great "can do" team effort by everyone.

We also identified areas we will improve for TOL 2022:

- = Identify each night's commissary team leaders in dome, snackbar, ADL, & parlor cars
- = Training sessions offered in November, before TOL starts
- = Improved procedures, posted where they're easy to quickly refer to (and harder to misplace)
- = Equipment to fix (ADL water tank & kitchen range fan, parlor roof, dome car bar door latch, etc)
- = Identify best way to accept credit cards without slowing down TOL snackbar service.
- = Improve access paths at Brightside to bring supplies more easily to parlor, dome, ADL, & snackbar cars, using electric golf carts or TBD.

For 16+ years, TOL snackbar prices have been \$1/item. Rising material costs, especially in the past several years, have squeezed profit margins a lot. We agreed to change to \$2/item and 3-items-for-\$5, except that water remains at \$1/bottle.

Commissary Dept. 2022 Planning Meeting was held on Feb 5. Highlights:

Bob Bradley officially stepped down from Commissary Department Manager. Bob led the department through 15+ years of successful growth, including Valentine's Day trains, wine tasting trains, beer tasting trains, Mother's Day tea trains, converting SP 10040 diner into a parlor car for TOL, TOL commissary service for more and more and more passengers, and weekend regular snackbar service with an expanded menu. We thanked Bob for his dedicated leadership!

Commissary is a big responsibility. The new leadership team is:

- = Inventory control – Matt Petach and Sue Thomas
 - = Purchasing - Doug Debs and Sally Mills
 - = Volunteers – Scheduling- Dave Hipple and Donna Alexander
 - = Volunteer – Training – Dave Hipple with procedures updated by Sue Thomas; Sally Mills to assist. Procedures will be posted to the website by Rich Alexander.
 - = Stocking the trains prior to runs – Jack and Bonnie Harrington
 - = Department Manager – Doug Debs
- Regular-season snackbar service
Because of COVID, we will start with:
- = Stick to packaged food. Minimal handling.
 - = No wine/beer trains
 - = Pause hot dog sales – logistics/food storage to work out. We're investigating alternative prepackaged snacks.

Respectfully submitted,

Doug Debs

NILES CANYON RAILWAY RECERTIFICATION CLASSES

**WILL BE HELD AT THE
WHITE HOUSE FROM**

**9 am - 3 pm
ON**

MARCH 23 & 24, 2022

**BRING YOUR BOOKS
THERE WILL BE TESTING
NOTIFY CREW CALLER ON WHICH
DATE YOU WANT TO ATTEND**

traincrews@gmail.com

Along the Right of Way

Stephen Barkkarie - General Manager

Well folks, in the canyon Spring has sprung and the trains are running. No sooner have we put the TOL to rest for another year and already we have a schedule for trains reaching into April. Post-TOL meetings have been held to spotlight what was good and what needs work for next year, and project goals for the coming year have been identified and assigned. We are already shaking off the winter's chill and it's time for Spring cleaning around Niles Canyon Railway.

To that end, a great turnout of volunteers stepped up to complete the removal of garbage from abandoned camps along the tracks that began last year. You will remember that Alameda County Sheriff, SFPUC and PLA cooperated in a purge of trespassers that were destroying Joyland park. With the return of that area to natural condition the push to clean-up the eyesore at Vallejo Mills became a priority. Because of our assistance to the SFPUC they pledged help with our efforts, and they came through with six strong young lads to aid our crews. We used our Heavy Hauler and Burro crane to carry a 20-yard roll-off dumpster from Brightside to the various sites where crews had hand loaded bins that were then lifted up the bank and deposited in the roll-off. In this way we cleaned up at Farwell, Dresser, MP30.25 (Hangman's Curve), the "Hole" at Vallejo Mills Park and the Bluff by the East Wye switch. Two five-yard dumpsters and the twenty-yard roll-off were filled with all manner of discarded items. Still, two dedicated volunteers had to come back the following day to complete the site at MP30.25 (Hats off to Brad Jones and Mark Miller for that work.). The Right-of-Way looks 100 percent better and all who came out to work were treated to a tailgate pizza party to reward their contributions.

Now in Brightside, decluttering is taking place all over the place. Signal department is purging long out-dated and useless equipment to make room for an improved, and hopefully rodent free, workspace in their trailer/shop on the Whitehouse plateau. After the final disassembly of the two 3-axle car trucks between the electrical containers in East Brightside, the remaining signal parts in that area have been sorted. The area around the fuel shed has been picked up and the back gate driveway has been opened up to provide better access for the fuel delivery and sanitary trucks as well as better fire response. The MOW area with the new container in place is on the list to be re-organized this year and, with the addition of a roof over the breezeway between, should give us a better place to work. Soon, the old CalFire fire truck will find a new home and the disposal of the trailer mounted bathroom will open the Whitehouse level up for drainage improvements and development of the loading dock wall. This is a good trend and I hope it will continue throughout the year.

We also are cleaning up the clutter on the tracks. GGRM finally got word from Union Pacific that they would move their three subs and two locomotives. To that end GGRM contacted us to switch their equipment to Hearst siding for pickup. After some last-minute repairs (and with the loan of some brake cups and cylinder lube) to the brake cylinders on one of the F-7 units, they were set out. Thanks to Gerry Feeney, Mark Miller, Doug Vanderlee, Jim Prettyleaf and yours truly, we now have a nice long tail track in East Sunol to let us access the cars stored out there. Several of which need to be brought to Brightside for opening, cleaning and inventorying.

Heck we are even cleaning up places that don't belong to us. What I'm

referring to is the donation from Simm's metal of the timber from several rail bridge sections that they scrapped. Our crews spent four different days sorting through piles of 10x10x10' timbers and mixed piles of guard timber and walkway stringers. The guys at Simms had managed to make the biggest pile of Jackstraws you ever saw, and we carefully pulled it apart, sorted out solid wood, removed metal fasteners, stacked and banded the good timber and at the same time removed scrap metal that had been mixed in inadvertently. We left them with a much tidier and smaller pile of wood to deal with and they even provided their truck to deliver the goods. In the end we have enough timbers to build a bridge over 160 feet long. Or we could deck an eighty-foot turntable and two forty-foot bridges (like Estates and Happy valley). Those timbers are worth a small fortune and so we cleaned up in another way there.

The car department is well into cleaning up the paint on the Brightside open car and the ADL has been put back in place to have the interior restoration continue. There are rumors of completing the paint on the "Bones" and work continues on the Ranch café car, the Gothic Peak, and even the DRG stock car is on the block for paint and repairs. The SP 9010 should get its turbos back this year and the SP 1423 is up for a new set of batteries, so things are getting better everywhere you look.

Now that good weather is with us and the Covid situation is easing this is a good time to plan on what you would like to get involved with. We have a wide range of jobs to do, and all levels of experience can join in. It's never too late to learn something new.

Stephen Barkkarie

NILES CANYON RAILWAY

Sights around NCRy as seen by Chris Hauf



The Canyon is beginning to flower...Southern Pacific #1423 rolls by one of the flowering trees along the right-of-way just west of Sunol as 1423 starts the 2022 weekend excursion season.



The wide view of the current state of Southern Pacific #1744's frame as it continues to get lots of attention from the Steam Department who has been busy making repairs, removing paint and preparing the frame for new paint and other improvements.



Planes, trains and automobiles...For those who have not recently been through downtown Niles, the one gas station has been reworked as the Niles Flying A as social club to provide a gathering space for automotive enthusiasts. It is really well done and makes for a nice image with our train in the background and a jet streaking across the sky.



Details matter! Steam Department painter, Chris Hauf, has added the one inch stripe above the SOUTHERN PACIFIC on the south side of the SP boxcar he painted and has been lettering over the course of the last two years as time has allowed. This detail completes the lettering on this side and only this stripe and one stencil needs to be completed on the other to call the project complete. Chris recently completed the 46" diameter heralds on both sides of the car.



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>



Stack Talk

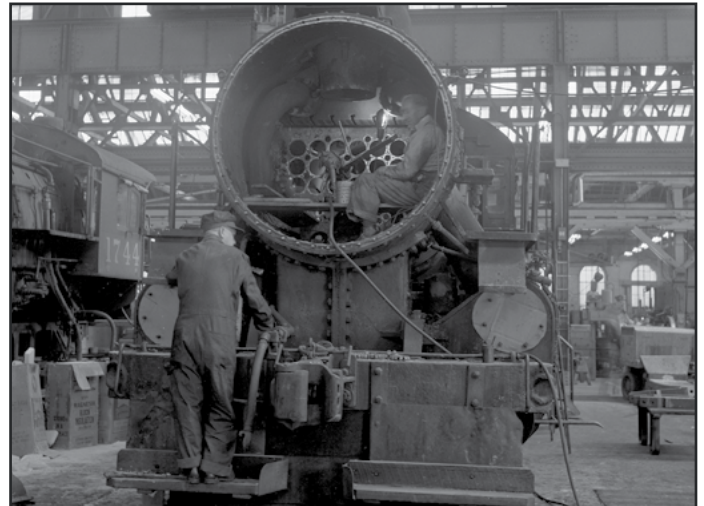
Alan Siegwarth

Continued from Page 1

the brackets that support the front and rear of the firebox have worn the frame down to the point that they could no longer move. The furnace bearers (or boiler support brackets) ride on the frame as the boiler expands and contracts going from atmospheric temperature to nearly 400 F during operation. The brackets being able to move are important to the health of the boiler because if the boiler cannot expand/contract with temperature changes, unplanned stresses will be created that can cause long term damage. When the SP 1744 boiler repairs were started in 2008, multiple cracks were found in the mudring (the bottom part of the firebox) which was attributed to the furnace bearer stresses. Henry Chandler, Gerald DeWitt and Chuck Kent have removed the furnace bearer off the frame so the frame can be built back up smooth again.

However, the big news this month is that the 1744 drivers have been moved to Sacramento and by the time you read the Club Car, the machine work required should be complete. With the wheels out of the frame and the tires removed, the wheel centers needed to be turned to true up the circumference so the new tires fit properly, the thrust bearings on the back of the wheels replaced and the axle bearings trued up. In addition, cracks found in the wheels needed to be repaired before the wheels were turned. The PLA does not have the machine tools to do this work and a RFQ was sent out to four reputable steam locomotive restoration contractors – Strasburg Railroad Shops, FMW Solutions, Steam Services of America, and Stockton Locomotive Works.

After discussing the project with each firm and reviewing their quotes, PLA decided to contract with Stockton Locomotive Works (SLW) to do the driving wheel work. As SLW doesn't have a lathe large enough to turn 63" drivers, PLA made arrangements with the California State Railroad Museum (CSRM) for Stathi Pappas to do the machine work in their wheel lathe at the Sacramento CSRM Shop. Stockton Locomotive Works was chosen to perform the work as their quote was the most reasonable given all the factors of cost, shipping, and local quality control. In addition, PLA has always tried to maintain good working relationships with other heritage railroads and the cooperation with CSRM furthers that goal. Performing the work in the old SP Boiler Shop will provide good public outreach for both organizations and allow CSRM shop staff an opportunity to show the potential of their facility to support heritage railroading. Finally, doing the work in Sacramento is just a great story as the locomotive is returning home, where she was shopped many times by Southern Pacific. In fact, we recently obtained from Shirley Burman several



Photograph by Richard Steinheimer with permission courtesy of Shirley Burman
In this November 1956 photograph, SP 1258 receiving new superheater flues with the 1744 on the left receiving running gear work inside the SP Sacramento Erecting Shop.



Photo by Al DiPaulo
Drivers arrive back home at the Sacramento Shops on an S&R Transport Truck.

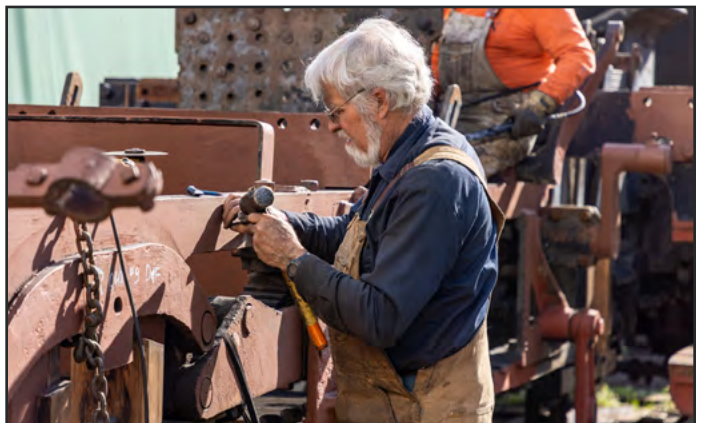


Photo by Chris Hauf
It is not all about paint, but also about removing or repairing many decades of added brackets and welds. Henry Chandler works to remove brackets from the #1744's frame.

Alan Siegwarth

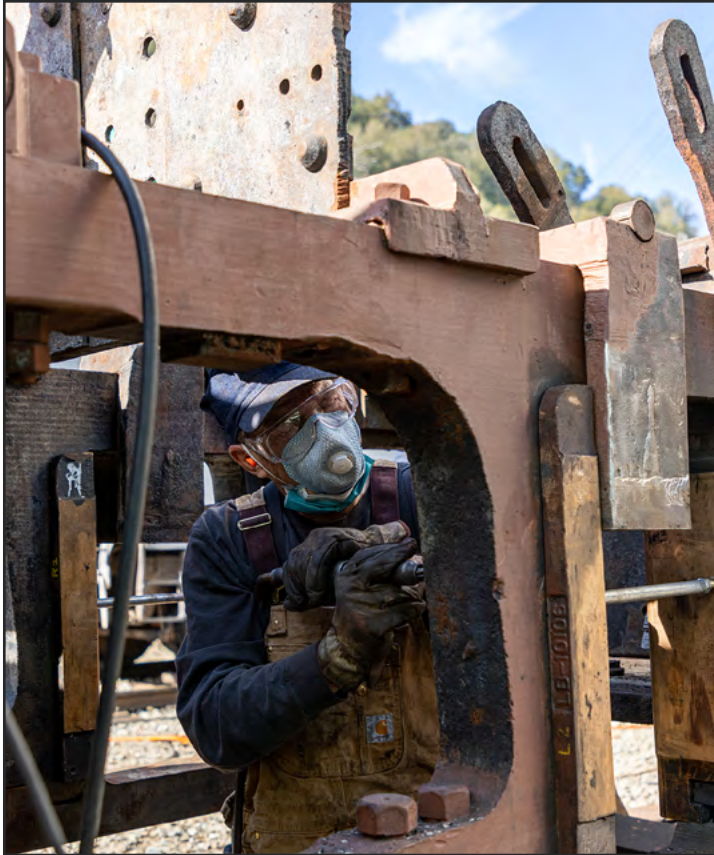


Photo by Chris Hauf

Gerald Dewitt really gets into his work by getting into the frame of the #1744 to continue paint prep and removal.



Photo by Chris Hauf

Stathi Pappas turning a driver in the California State Railroad Museum "Missile Master" Lathe.

Richard Steinheimer photographs of the 1744 undergoing running gear work in November of 1956 at the Sacramento Erecting Shop. The late repairs performed in Sacramento by Southern Pacific are most likely why SP #1744 was chosen as the Walnut Grove excursion locomotive for the "End of Steam" fantrip in 1958 and ultimately led to her being preserved.

The SP #1744 Project needs YOUR DONATION to help pay for the wheelwork in Sacramento so we can continue to do the other work on the boiler and running gear planned this year! Donations can be mailed, made online at:

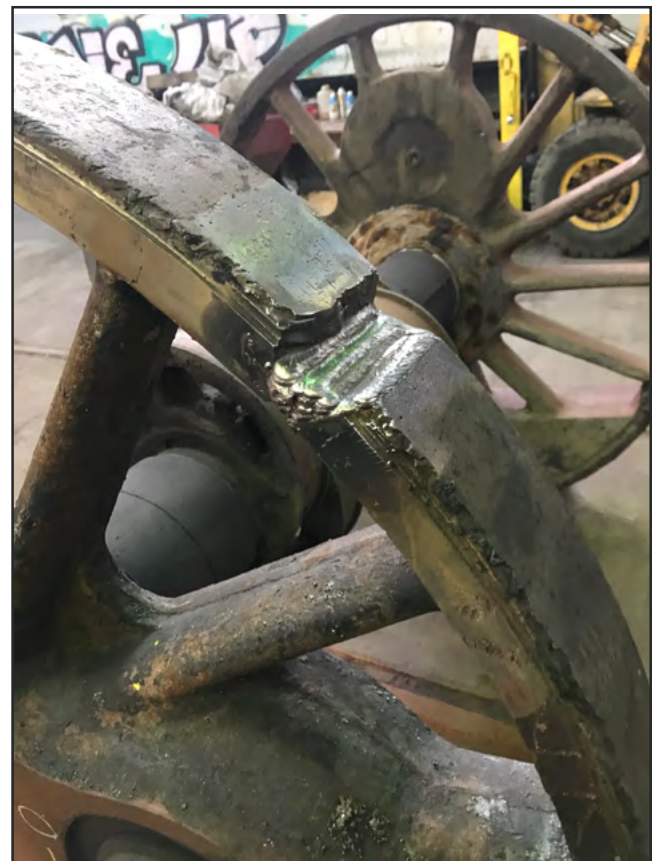
www.ncry.org

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



An in-progress picture of the welding up one of the cracked areas in a wheel rim.

Tales of the Past

Dexter D. Day - Operations Manager

This Month tale:

BRIDGES THEN AND NOW OF ALAMEDA CANYON AND THE VALLEY

Last month we were introduced to the birthing of Niles. The creation of the station and area in which we operate out of. However, to reach that point (Niles), you had to cross some pretty large bridge structures in Alameda Canyon. This is the story that makes these structures important to the railroad and how they came to what they were and are today. This is some of the facts and some stories that go with the three main bridges that were built in Alameda Canyon and two of the bridges that are east of the main canyon. Two of those large structures still remain operational in now what is Niles Canyon. This is where this Tale begins.

The railroad was not in Niles yet. The cut off in the canyon to San Jose and then up the Peninsula to San Francisco was located at San Jose Junction at MP 30.6. The Junction was in the vicinity where Ushers place is today. That is a little east of the signal masts at MP 30.5. It was a wide area that could have a small yard and station. The first bridge crossing across Alameda Creek was built as a wooden Howe through truss bridge built around 1866 and lasted after April 28, 1870 when the new Niles station opened and the San Jose Junction was removed with no trains stopping there anymore. The first bridge Crossing over Alameda Creek was removed shortly after when the South approach tracks were removed. The new Niles station became the transfer point for passengers going East from San Jose. The Second Bridge crossing over Alameda Creek is the Dresser Bridge built in 1866 by the Western Pacific Railroad. It had two wooden Howe through truss Bridges.



Photo From book/orig.CP History Museum.

First Bridge across Alameda Creek, connects San Jose Junction with line to San Jose.

To build this bridge and track the Western Pacific had to cut a deal with Vallejo Mill to shut down the mill during track construction of the railroad and remove the old flume. Wooden track trestles were built alongside the hill going to the bridge. When the track work was finished, a new flume was constructed for Vallejo Mill. The two wooden Howe through truss bridges stood until 1906 when the new skewed Warren subdivided through truss steel bridges with deck plate girder approaches were built in place. These bridges today are still sitting on the two original stone piers. In time, a stone retaining wall was built and the wooden trestle was filled in to make a solid roadbed. In the past years,



Photo from CP history Museum.

First bridge crossing Alameda Creek connecting San Jose Junction to line to San Jose. A Howe through truss.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo from The Railroads in Niles and Alameda
Second crossing of Alameda Creek, Dresser Bridge with wooden tressel and the flume.



Photo from Victor Wong collection
Second Bridge crossing Alameda Creek, Dresser Bridge.

one or two of the wooden supports has given way making a sink hole which we have to back fill with rock. The bridge also has had a few bad hits to its up-rights. There are a few bent metal edges and scrapes. The damage is most likely caused from a derailed car being drug with one truck off track or shifted load on a car. The damage is inspected each time the bridge is inspected. With

the upgrades in the canyon, the flume was dismantled and a road was built where the flume was. The largest span is 130 feet, the total length is 377 feet with a width of 15 feet.

The third crossing of Alameda Creek is the Farwell Bridge. The bridge was built in 1866 as a wooden Howe through truss bridge by the Western Pacific Railroad. When the Central Pacific bought the Western Pacific, the bridge got a roof put on it. The bridge remained until the new bridge replaced it in 1896. The new bridge is a Pratt pin connected through truss bridge with Warren pony truss approach and deck plate truss approach. Both approach trusses are on the East end of span. The approach trestles were built 1905 and 1932. There are only two Pratt pin connected through truss bridges still left in the Western United States. Ours and the other one is up in Washington State at Battle Ground. Like ours, a tourist rail line runs across it. The bridges are eligible for National Register of Historic Places. Today's bridge sits on the piers and foundations of the original Howe through wooden truss bridge. The piers were built by Western Pacific Railroad in 1865-1866.

Approach trestles replaced in 1932. In 2009, the East big rock pier was wrapped with a fake stone wrap to protect the highway due to age of original pier. Behind the fake stone wrap is the original pier. Also, we had the bridge inspected for pin damage. One of the main support pins looked like it was not in good shape. We had a bridge company come out and take a look at the pin. What happened was the covering got slid half off letting water into and getting to the pin. After taking pressure off the pin, it was discovered that the pin was in great shape. After cleaning the pin, the cover was reinstalled. The bridge can now live another 100 years.



Third Bridge crossing was Farwell. Roof was applied after Central Pacific bought Western Pacific.



Photo from The Railroad in Niles and Alameda
Farwell Bridge with roof that was put on by Central Pacific.

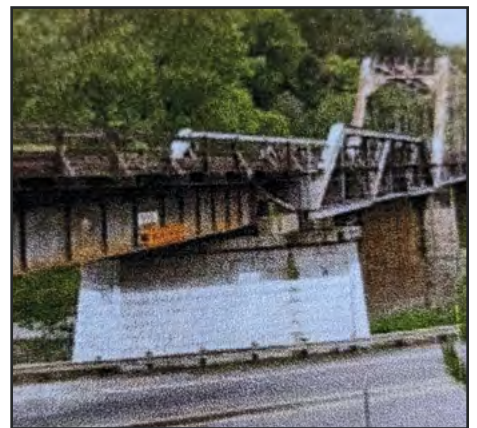


Photo by Craig Philpott
Farwell East Pier with fake rock casing.

Continued on next page

NILES CANYON RAILWAY

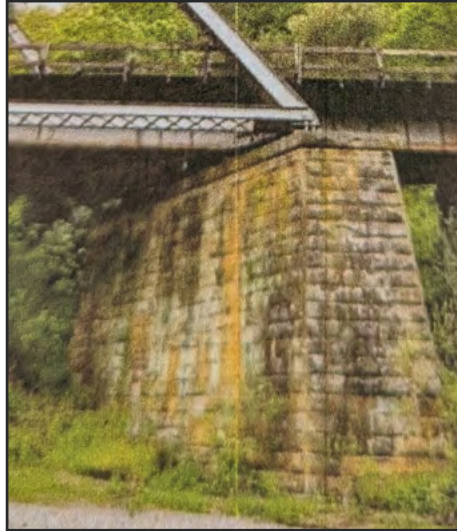
Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

Next big item on the list is paint, and it has to be done in place over a water shed. The largest span is 97.5 feet, total length is 448 feet and deck width 14 feet. The next bridge isn't as great as the past bridges reported on. But the little girder bridge was built around 1866. The little bridge is called the Driveway Bridge. Just like the big bridges, this bridge has stone abutments and is seen in very early photos of the canyon. The bridge still has trains running across it. The span is 11 feet with the overall length is 25 feet. The bridge is scheduled to have some rock abutment work done on it to repair minor rock damage on East abutment. East in a small valley prior to Pleasanton sits the Arroyo de Laguna Bridge which was a wooden Howe through truss bridge which was built around 1866 and was used up to 1898. The bridge is the longest bridge on the railroad and it has the original large stone piers. The new bridge which is a pony/riveted through girder built in 1899 and is on the original ROW of the first transcontinental railroad line. The length of the largest span is: 101.0 feet. Total length of bridge is: 487.0 feet: Deck width: 15.0 feet. In December of 2018, pier #1 sank 6". The bridge had to be jacked back to level and shimmed up. The pier is still sunk 6". The January 2019 Club Car had an article (The Arroyo De Laguna Bridge has been repaired). That is the story of the repair that took place on that bridge. Although these bridges are old, all are in good condition. They are inspected yearly and we get full reports and pictures with recommendations if required.

The Quarries that supplied the sandstone for the piers and abutments of the bridges on the Central Pacific Railroad through Alameda Canyon came



This is what these Farwell rock piers look like and the size of them..



The Driveway Bridge is the smallest bridge on the railroad. It is just West of Brightside and it is one of the original bridges.

from the Farwell Quarry owned by J. D. Farwell. The quarry was located 3 1/2 miles northeast of Niles. There were two quarries, one on each side of the gorge and about 1 1/2 miles from the railroad. The rock was shattered and broken, and there was a lot of waste from quarrying. The stones range from a dark grey to a light grey. The stones near the surface are the lighter grey. The stones are very durable and the quarries got a good price for them in Oakland and San Francisco.



Photo From SP Lines in book W region
This is Brightside 1866. The Driveway Bridge is at bottom of picture centered by tree.



Photo by Doug Vanderlee
The longest Bridge on the NCRY. The Arroyo De Laguna Bridge. Good look at a Howe through truss bridge. Was in use to 1899. Original piers still in use.



Photo by Craig Philpott
1899 the pony/riveted through. Girder bridge the Arroyo De Laguna. The bridge has the original stone piers. The far West Pier is the one that sunk.

Next time you are taking a nice train ride through the canyon and cross one of these bridges, you will know a little background on what you are rolling across. With all that said, another Tale ends.

Dexter D. Day

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

New members this last month:

Paul Brooks; Jeff Butler; Lee Finlayson; Edward G. Hewitt; Kevin G. McCarthy; Susan McCarthy; Stephen Meyer; Margo Olsen; Tim Schroepfer; Damian R. Stellabott

Last month's article showed how to log onto the members' web site. There still seems to be some confusion among our members.

As a reminder the dues' structure for the PLA is:

Primary member: \$48.00 per year.

Secondary adult member: \$24.00 per year.

Child (under 18 years of age): \$12.00 per year.

For those of you who still have trouble logging into the web site remember that you can always send your dues in by mail.

The address is:

PLA

Attn: Membership Secretary

PO Box 515

Sunol, CA 94586-0515

There are currently 185 members in the renewal cycle. If you have an email listed in the data you should receive an email notice from Club Express 45 days before your expiration date, then another one 15 days before your expiration date. Remember to check your spam folder for these emails.

If you don't have an email listed in the data base you should receive a hard copy notice in the regular mail from Club Express.

If you have trouble logging into Club Express you can always contact me at Membership@ncry.org or by phone

510-508-0503. If all else fails you can also contact Club Express at 1-866-457-2582.

One of the other duties that I was doing before I became membership secretary was the on-board train PA system. Because of the amount of time I am now devoting to membership duties, the PA system is falling behind. So, if there is anyone out there who would like to take on the PA system duties, please contact me.

Also, at the next membership meeting we will hold an election for Jim Baber to become a voting member. You must be present at the meeting to vote in accordance with our By-laws that says a secret ballot needs to be given to the members present at the meeting.

Thanks,

Rich Alexander

Station Agent

Donna Alexander

One of the perks of becoming a member is riding for free on our regular weekend train rides, along with gift shop discounts. Since the county has

allowed us to reopen last year with a limit on our passenger counts, we put our tickets for sale online so we don't exceed the limit. Because of this, if members would like to ride they need to contact me with the date and time so I can add them to the ride manifest for that day.

Please send me an email so I can simply cut and paste your name and email address into the reservation so you will get a confirmation for your ride and be on the manifest. Then just come to the Sunol Depot ticket window to pick up your boarding tickets.

We are again operating the 2nd and 3rd weekends, Saturdays and Sundays, from February through October. Round trip departures are only from Sunol at this time at 10:30 and 1:00.

.Thank you,

donna alexander

station-agent@ncry.org

NILES CANYON RAILWAY

WILL HOLD A HANDS ON BRAKEMEN CLASS

ON

APRIL 9 & 10, 2022

**CLASSROOM STUDIES WILL BE HELD AT THE WHITE HOUSE
FROM 8 AM TO 4 PM**

**HANDS ON WILL FOLLOW NEXT DAY TO QUALIFY
STUDENT MUST BE A CURRENT MEMBER
MUST BE ABLE TO PERFORM THE DUTIES OF A BRAKEMEN
INTERESTED MEMBERS EMAIL**

plancrygm@gmail.com

Treasurer's Report

Pat Stratton - Treasurer

January was a quiet month on the financial front. The Balance Sheet shows that as a result of our successful TOL operations the PLA's cash position is very good. My only regret is that none of this cash is earning any appreciable interest - only \$54/month. We have done all we can about this, but there is not much else we can do without putting the principal at risk. That is the essence of investing.

There is no operating income on our P&L because we had no operations. January is when we unwind our specialized TOL operations and make ready for regular operations of the rest of the year. We had some revenue from member renewals, sold some scrap metal, and made our final billing to GGRM for storage of their equipment on NCRy. We moved the last of their equipment to the Union Pacific interchange track at Hearst, and so ended their obligation to pay us storage fees. I wish them good luck at their new home in Schellville.

Mostly our January income was from contributions. Of \$16,970 received, we only get to keep \$11,764 - we have to exclude \$5,206 received as a grant from Alameda County on behalf of the "Friends of Sunol Garden Park", which could not formally receive them because they are not a non-profit entity. PLA will pass those funds through to the citizens group as they need them for the completion of the elements of their grant.

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.

For expenses, there were another \$32k in TOL expenses and \$10k in other maintenance and restoration expenses. Administrative expenses were \$31k including Endowment Fund management fees.

Overall, year-to-date we are way ahead of our budget both with higher income and with lower expenses. It's been a good year so far.

The PLA received donations during January as follows: General Fund, \$6,104 (these funds can be used for any purpose); Steam locomotive SP1744 restoration, \$1,230; Diesel-hydraulic locomotive SP9010 restoration, \$70; Protection and restoration of ATSF1129 Gothic Peak, \$346; Restoration of GN1242 Ranch Car, \$152; Continuing construction of track in the Valley Subdivision toward Pleasanton, \$516; and Planning and design of the New Loco Shop, \$100. In addition, the PLA received In-kind Contributions from Linda Stanley (generator repairs and TOL crew meals), Steve Barkkarie (M-200 restroom facilities), and Kent and Gail Hedberg (wireless intercom for docents) which total \$3,247. Thank you to everyone who made contributions of money, time, and materials in support of the PLA and its programs.

An Administrative Note to those of you who are asked to order equipment, parts or supplies for PLA projects that involve transportation costs: Make consideration of shipping costs part of your decision making process, before deciding where to place the order. Shipping becomes a cost of that item, and often a significant cost. Maybe you can purchase it locally, paying a higher price up front but less than you would after including shipping charges. Also, think realistically about urgency. We are a non-profit run by volunteers. Most of what we do is the opposite of urgent. Overnight or second day shipping is very expensive and very well could be unnecessary unless it impacts our

revenue operating schedule. Always question the perceived priority before purchasing anything with other than standard shipping cost.

Another Note, if you have been asked to purchase some product or service on behalf of the PLA for one of its projects and wish to request reimbursement: Along with the receipts for those products or services, you must submit a Request for Reimbursement form. It tells me what was purchased and why, which project or equipment it is for, and has your signature on it. And importantly, it tells me where to send the check. With this form properly filled in, action can take place in less than two weeks. Without it, goodness knows when anything could happen. The form can be found in my box at Blake's, Brightside; or let me know and I'll email it to you.

I have had the pleasure to fill the position of Treasurer for the PLA these past 3 years. It really is a great job, a Board position in the thick of PLA activities. You can make a difference. My term ends June 30, and there will be an election for the position for the next two years. If you would like to talk to me about running for this job, get in touch. For the right new candidate, I might be convinced to drop out of the race. Think about it.

If you have any questions, let me know.

Pat Stratton

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.

NILES CANYON RAILWAY

Building East

Mike Strider



Photo by Matt Petach

On Friday February 4th, 2022, a small crew of volunteers set top-of-rail stakes (blue tops) east of Verona in preparation of surfacing the track to the final design grade. 600 feet of track was staked at 25 foot intervals. Shown from left to right is Steve Hill, Matt Petach, John Sutkus, Mike Strider, Pat Stratton and Doug Vanderlee.



Photo by Mike Pechner

Leveling track on the Eastern Extension at Happy Valley.



Photo by Mike Pechner

Chief Engineer Mike Strider sets track Jack to start process of leveling track.



Photo by Mike Pechner

Track crew helps ramp new track as GM Steve Barkkarie pushes ballast car with Mike Strider controlling flow of rock.

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Time Sensitive Material



Photo by Chris Hauf

Southern Pacific #1423 had the season opening duties as it pulls the first Sunday trip of 2022 along Highway 84 under sunny skies.