



THE CLUB CAR



Bulletin 704

Pacific Locomotive Association, Inc.

April 2022

Building Track East with an SP Cab Hop Included



Photo by Chris Hauf

Cab Hop headed West at MP 38.

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The March 5th first Saturday of the month build east day got to see a little twist to the volunteer effort. Roughly 15 volunteers showed up to volunteer in the East track building effort and it started off with the usual gathering and safety meeting at Brightside yard at 8 am that morning. The maintenance-of-way (MOW) train left Brightside yard a little before 9 am and headed East to Verona. The crew met up with the other volunteers at Verona to switch out the

various equipment for the day's work including using the ballast car and tamper. The day's assignment, similar to what the crew has been doing for the past few months, was to surface (raise) the track to the designed grade using the top-of-rail (TOR) stakes previously set. Ballast was dropped the day before on the track using the MOW ballast car pulled by Stephen Barkkarie on the hi-railed CAT backhoe. The track was

Building East 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
APRIL 8
5:30 PM**

In Whitehouse @ Brightside
In-person & Teleconference

Membership

Next Scheduled
MAY

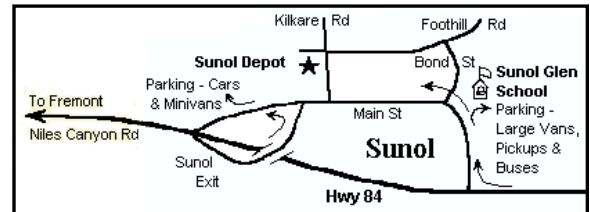
Watch for Notice

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

BOARDING LOCATIONS

SUNOL DEPOT

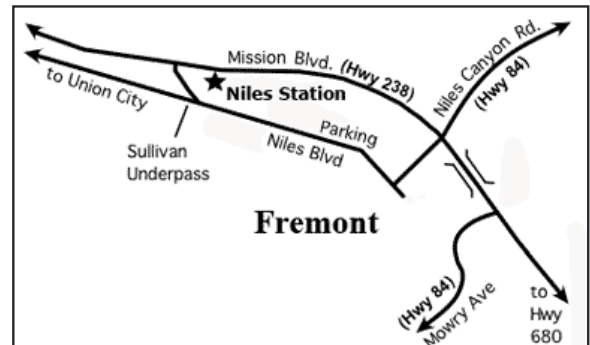
6 Kilcare Road
Sunol, CA 94586



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 (Interim)	Matt Petach	(408) 256-2883

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

April Activities

April 2	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
April 8	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
April 9	2nd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
April 10	2nd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
April 16	3rd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
April 17	3rd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
April 23	4th Saturday	Brush Cutting, 7:30 am - Brightside - Mark Whitman
April 24	4th Sunday	American Cancer Society Charter, Sunol, 10:30 am, 12:30 pm, 2:30 pm

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,300 volunteer hours for the month of February. 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
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 Moore
Bruce Burke
Denis Murchison
Dennis Mann
Joan Weber
Marshall Williams
Pete Goodier
Phil Stone

Car Department

Ray Freeman
Steve Van Meter
Terry Stokes
Tom Crawford

Commissary

Bonnie Harrington
Dee Murphy
Donna Alexander
Jack Harrington
Jacques Verdier
Matt Petach
Roger McCluney
Ron Thomas
Sally Mills
Sue Thomas

Depot Crew & Operations

Donna Alexander

Docents

Jim Evans

Electrical & Signals

Abe Rubasky
Bruce Burke
Curt Hoppins
Dan Furtado

Electrical & Signals

Dee Murphy
Jacques Verdier
Jim Stewart
Kurt Olsen
Paul Veltman
Rich Alexander

Facilities

Bob Bailey
Bob Bradley
Dee Murphy
John Zielinski
Matt Petach
Rich Alexander
Steve Barkkarie
Steve Coon
Wesley Van Osdol

Gift Shop

Charlene Murrell
Norm Fraga
Patrice McDonald

Mechanical

Adam Weidenbach
Alex Castro
Bill Stimmerman
Dee Murphy
Gerald DeWitt

Mechanical

Gerry Feeney
Howard Wise
Justin Legg
Karl Swartz
Linda Stanley
Lou Bradas
Peter Bradas
Rich Gove

Meetings

Alex Castro
Bob Pratt
Charlene Murrell
Charles Smith
Chris Hauf
Curt Hoppins
Dave Burla
Dee Murphy
Donna Alexander
Ed Best
George Childs
Henry Baum
Jim Baber
Jim Evans
Jim Stewart
Justin Legg
Karen Kadaja
Kent Hedberg
Kurt Olsen
Leslie Smith

Meetings

Linda Stanley
Mark Whitman
Marshall Williams
Matt Petach
Mike Strider
Pat Buder
Pat Stratton
Patrice McDonald
Paul Veltman
Peter Midnight
Rich Alexander
Steve Barkkarie
Steve Jones
Steve Slabach
Thomas Libbey
Tim Flippo
Tom Eikerenkotter
Warren Haack
Zonker Harris

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Brad Jones
Chris Campi
Dee Murphy
Doug Vanderlee
Ed Best
Frank Palermo

MOW & Track

Glenn Fountain
John Zielinski
Jorg Linke
Ken Southwick
Kurt Olsen
Mark Whitman
Matt Petach
Mike Pechner
Mike Strider
Pat Stratton
Ron Thomas
Steve Barkkarie
Steve Meyer

Other

Barry Lependorf
Bob Pratt
Dave Burla
Ed Best
Jack Harrington
John Abatecola
Linda Stanley
Mark Whitman
Patrice Warren
Rich Alexander
Steve Slabach
Zonker Harris

Switching Crew

Gerry Feeney

Switching Crew

Rich Anderson

Train Crew

Alan Siegwarth
Bob Pratt
Brad Jones
Charles Franz
Derek Lyon-McKeil
Don Nelson
Ed Best
Henry Chandler
Jeff Schwab
Jim Stewart
John Zielinski
Jon Williamson
Kurt Olsen
Mark Miller
Ron Thomas
Sanjay Bhandari
Scott Crislip
Warren Haack

President's Message

Henry Baum - President

Spring is here! Daylight Saving Time has begun. PLA continues to push forward on many fronts. Work continues on the SP1744 undercarriage, with problem areas being addressed and repairs being made. These unexpected repairs will ensure that the locomotive can provide many decades of service to the organization. Our Steam Department also has to perform Annual inspections on the Skookum #7 and the Robert Dollar #3. This, as the name implies, must be performed annually prior to putting the locomotives into service. Work continues on the All Day Lunch windows, with our team of Wednesday Warriors attacking them aggressively, now that the TOL undecorating has been completed. The source of an annoying leak in the ADL was identified and repaired. Additional kitchen improvements should bring this car into great shape for many TOLs to come. The Brightside Open Car is getting a fresh coat of paint as well as some much-needed repairs and modifications.

Facilities projects in Niles and at Brightside are also progressing, albeit slowly. The key to these projects is proper planning and design, with a good understanding of the needs we are addressing. The water projects are being led by Steve Barkkarie, Gerald DeWitt and Doug Vanderlee. Alan Siegwarth and Steve B are managing the Brightside Fuel depot project, which is awaiting input from the Engineering firm we hired to design this important system. All of the Brightside projects also need the input from the topological survey we have contracted to be done. This is another big job, as the various yard leads need to be emptied of rolling stock in order to set the top-of-rail elevations.

Track maintenance work continues with the Wednesday Track Crew continuing to keep the ROW in First-Class

shape. And Eastward progress continues with the track being surfaced up to Happy Valley Bridge. This work is important as we hope to begin running the M200 eastward on operating days from Sunol beginning around June.

After a year of back and forth, contracts are now in place to allow work to proceed on the donations from Santa Clara County and the California Trolley and Railroad Corporation. Having these contracts in place provides the necessary control of the items to determine liability throughout the relocation process. Insurance needed to be verified, and additional planning needed to ensure we have solutions for moving these assets. The contracts also allow Santa Clara County to release the funds needed to make these transfers happen. Although the assets now belong to PLA, they remain under CTRC's control until the movements occur. Naturally, while in transit, the liability for the assets lies with the trucker's and crane companies who perform the prep, rigging and tie downs of the assets. The SP2479 will be moved as four pieces: the tender, the cab and jewelry items, the boiler, and the frame and running gear. This work has been proceeding, and you can follow along by watching the SP2479 Facebook page. Logistically, the 80 foot bridge for the turntable is proving to be the most difficult item to move, due to its immense length. We have a workable plan, and a fallback plan if necessary. Similarly, the ginormous water tank will need to be cut into pieces to enable it to move efficiently over the road. As we develop plans for this tank, the need for restoring it will become more apparent. Sadly an entire year of the 3 year timeframe for these moves has been chewed up, but a lot of planning has been performed to prepare the items to be moved. There is a lot more work that will need to be done, and I will keep you informed if we

need manpower to help prep items.

The PLA Board of Directors has appointed Matt Petach to assume Gail Hedberg's At-Large Board position. Matt will serve the remainder of Gail's first year term. At the upcoming election, we will elect someone to serve the remaining one year of Gail's term, as well as the two-year term for Kent Hedberg that is coming up for reelection. Jim Evans has also informed me that he will not be running for reelection as Recording Secretary. So, as of now, a number of Board positions will be coming up. Let me dispel a fallacy that I have heard being mentioned a number of times. Running for an At-Large position does not mean you can have a board seat but 'not have to do anything'. Yes, our At-Large positions do not have assigned tasks associated with them, but that does not mean the Board will not expect you to assume responsibilities for seeing that certain programs get accomplished.

Ask Matt. While he just became an At-Large Board Member, he also has become the Department head for the newly created Technology Department which was formed at the last Board meeting. This department will handle incorporating state-of-the-art equipment and processes to ensure efficient handling and performance of all of our organization's needs. This covers wi-fi service, internet access, web presence, telecommunications and radio communications, as well as other hi-tech requirements, such as hybrid-meeting technology.

With the terrible loss presented by Gail's illness, we have needs for people to step up and take charge of our grant-writing and marketing responsibilities. Chris Hauf has graciously accepted these tasks for the time being, but he cannot do it alone. If you have experience along these lines, contact

Continued on next page

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

April already! Our cash position remains very good, as a result of maintaining sensible expenditures through the past two years and a successful TOL fundraiser. The principal amount is as safe as our banking system, but it does not earn any appreciable amount in interest (about \$50/month). This cash is available for administration, operations, repairs, restorations, or new facilities. The Endowment Fund holds additional funds available for specially approved capital projects.

These funds are awaiting a project - one that fits our Mission, is properly designed, developed, and managed; has a reasonable written schedule and cost; is approved by the Board; and has the support of a mass of volunteers that are likely to see the work through to the end.

You can imagine that our project pipeline could quickly fill with a variety of equipment rebuilds or restorations, and buildings that would make our tasks easier and protect our equipment from the sun and rain. We also have

a few infrastructure projects needed, for sewage handling (bathrooms), fuel storage, water supply, electrical supply, and communications systems.

So where are these projects now? We are looking for volunteers to head them. The money could very well be available, if someone, or a group of someone's, are willing to get together to develop a well thought out resources plan, implementation schedule and cost estimate. The next step is to sell the Board, which is the keeper of the funds. But someone needs to put all these initial pieces together, take the job and follow through with it. The key, or spark, is the leader or organizer. Who is available for this job?

Back to our financials for February. Our gross revenue for the month was \$30,248, of which \$19,835 came from our train operations. Contributions made were \$5,442; and membership dues, gift shop and commissary brought in most of the rest.

Our revenue was eclipsed by our expenditures of \$76,545 in February. Expenses included general admin expenses of \$20,305; TOL take-down expenses of \$2,366; \$11,190 toward SP1744 restoration; \$7,655 toward

a new paint job for the Brightside car #5002; and \$15,071 for ballast for both MOW and our Build East effort. The balance was spent in support of the gift shop and commissary, train operations, and various repair and restoration projects.

An example of leadership in our organization: Financial reports are showing us that our commissary operations, both for TOL and regular runs, are barely breaking even. A large group of commissary volunteers have quickly taken responsibility to analyze the situation, sort out what is working (our riders want the service and enjoy most products we offer) and what is not (prices are too low, costs have risen steeply the past year), and begun making the changes needed to control that budget area.

Contributions were made to the General Fund of \$4,700, to SP1744 of \$200, to Diesel Ops of \$350, and smaller amounts to other ongoing projects. Thank you to all who support our projects and operations with their contributions.

If you have any questions or discussion, let me know.

Pat Stratton

President's Message

Henry Baum - President

Continued from previous page

Chris or me to discuss.

As I stated last month, 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

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

Along the Right of Way

Stephen Barkkarie - General Manager

Every March we “Spring forward” and before you know it, it’s April, and Easter is on its way. The day is a little longer, things are opening up, our charter requests are up, and passenger counts are strong. We are moving forward with improvements in the yard, advanced the line to the East and have re-claimed several scenic areas in the canyon. This is also the season of annual training and recertification. Train crews have been through recertification and a date will be forthcoming to announce Railway Worker Protection review.

Brightside yard has a new “full service” station at milepost 34 featuring fuel, water, and waste disposal all in one location for one stop service of the SP 6719 Commissary car. To set this, up we had to remove the old MOW shed and “sand house” container from the early days of the NCRy, and move the existing fuel shed fifty feet West. These moves are the last needed to make room for the future new fuel depot and look to be a bonus for train crews saving time and an extra stop when servicing the train.

Spring cleaning continues up and down the rails as well. MOW has removed another abandoned camp at Joyland Park near Farwell Bridge. This one even included a Creekside Bar-B-Que built from a dozen “No Trespassing” signs. I think the builder of the site knew they were not supposed to be there. Brush crews removed all the bushes and trees around the “hole” at Vallejo Mills to eliminate all the hiding places. The place looks much better from the train. Graffiti is being painted over and MOW has been replacing downed county trespassing signs and rehangng signs from the SFPUC at Farwell. Our Neighbor at Milepost 30.25 has been sprucing up his property as well right up to our Right of Way. It looks great. I spoke to the owner about using some of the dirt



Photo by Stephen Barkkarie

All Day Lunch water take leak repaired.



Photo by Stephen Barkkarie

Brightside's new service station at MP 34.

debris, piled next to the track from ditch cleaning to level out his plot. He agreed he could use it and the whole area is much improved.

A post TOL meeting to critique the operation identified room for improvement in procedures and some changes that could make the servicing

of the train easier for crews. At this meeting Bob Bradley announced that after 17 years he has had his fill as head of commissary and will be passing the torch. We all thanked Bob for his long years of service. Some issues with equipment were also noted like a need for more restrooms (as usual) and a pesky leak in the water storage tank above the West Vestibule of the All-Day Lunch car. It was noted that after filling, water would drip from the ceiling into the doorway of the car, and this has caused some loss of paint on the roof and walls. The ADL is back in restoration mode, so we decided to locate the problem. Henry Baum, Doug Vanderlee and I discovered the access to the tank is gained through the top of the ice box in the West end of the kitchen. So, we emptied out the stores, removed the shelving and lid of the box to find the tank mounted in the cramped space above the hall and below the car's curved roof. The tank's top and one side had somehow been crushed. We test filled the tank and found a leak at the rear top edge of the stainless-steel vessel. There was no choice but to remove the tank. Disconnecting the pipes from the tank was an exercise in contortionism and getting the tank down through the top of the icebox resembled some kind of a mechanical birthing. Once outside it was evident that the crushed seam had a small split that would spill water when the tank is topped up. Our method of filling involves pumping water in until it is forced out the vent pipe and pours out below the train. Thus, the longer water is allowed to flow out the vent, the more water gets deposited on the roof. We puzzled over what could have caused the damage and found no plausible answer. The tank is not a standard size so a replacement would have to be a custom build and a re-design of the plumbing would be in order. Being the

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

hole was small and we have the tools to weld stainless, it was decided to have a go at repairing it. The attempt worked beautifully, and the tank no longer leaks. Next step was simply to put it back. Yeah right, simple. Anyway, long story short, the leak is repaired, and the kitchen has water service again.

Car repairs continue with the "Brightside" open car nearly painted, the ADL getting the new windows installed and the interior restoration recommencing, and with the DR&G stock car and Pickering caboose moved onto the newly established RIP track at the East end of the MOW lead. We are also pursuing repairs to the windows on the 315 coach. Tom Crawford is building several new ones to replace the ones falling apart while we try to hire someone to do them all (and possibly installing a restroom in the car?).

Out to the East profiling continues and we have reached the tangent section headed up to Happy Valley. We have had good turnout of volunteers and we are about halfway to the bridge. On March 5th MOW was treated to a special train ride on the SP1423 pulling the SP1101 caboose from the worksite to Brightside for a specially prepared lunch and then a ride back to work. That was a great day. Unfortunately, as we prepared for this month's advance, it was discovered that our Fairmont Electromatic tamper had lost a wheel bearing and, because of a delay in parts, will be out of service for the next 45 days. We will go back to hand tamping until then so progress will slow.

Also out East, the Verona crossing has been troublesome to MOW crews. The flange fillers are coming loose and have derailed a work train, been found sticking up in traffic and cause light vehicles to lose contact with the rails and let the crossing arms go up. The County has received several complaints from



Photo by Stephen Barkkarie

Heavy hauler dropping the CASE backhoe at Niles for the big clean up.

cyclists about the crossing bringing down bikes unexpectedly. To find a solution PLA met with the County and the PUC to observe the crossing and come up with a solution. At the meeting, it was found that the rubber pads can be moved by traffic creating gaps and subsidence in the approaching asphalt has also opened gaps that grab bike tires. It was also discovered that the flange fillers appear to have been installed upside down causing them to be less flexible and prone to twisting. A bid to secure the pads and replace the flange fillers has been received from H&H Engineering to fulfill our end of the repair and the county will come forward to do the pavement repair.

Lastly, we used the heavy hauler

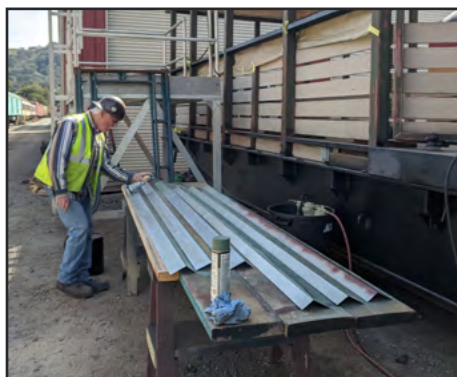


Photo by Stephen Barkkarie

Treasurer Pat Stratton pitches in to save a buck on car painting.

to move the CASE forklift to Niles for sorting out the ties and rails moved here from Shinn Street storage. We will be sorting the wood and metal for either use or disposal in preparation to receive the donations from Santa Clara County. This area next to the mainline is for display tracks, in the big picture, and is a vital area for staging the rebuild of the turntable and roundhouse. Thus, we begin the next phase of development of the Fremont end of the line.

See you down the rails,

Stephen Barkkarie



Photo by Stephen Barkkarie

Pickering caboose and DRG Stock car switched to MOW-RIP track.

NILES CANYON RAILWAY

Building East

Mike Strider - Chief Engineer

Continued from Page 1

surfaced to each TOR stake (also called blue tops) set at 25-ft intervals using mechanical 15-ton rated track jacks. A track level is used to zero in on the correct elevation once the track is surfaced. Just around 11:20 am, the highlight of the day arrived in the form of a vintage 1950's Southern Pacific cab hop consisting of SP locomotive 1423 and SP caboose 1101. The entire track crew set the tools and equipment down and we all hopped aboard the cab hop and headed for Brightside yard where lunch had been prepared for the crew by Doug Debs at Blake's Palace. After a grand hearty lunch, the crew reboarded the cab hop and headed back to Verona to finish off the remaining afternoon track work. The crew that day raised more than 300 track feet and replaced 5 damaged crossties. Thanks goes to all the track volunteers for continuing the build east effort. Special thanks to the train crew that made the cab hop happen including Gerry Feeney, Chris Campi and Mark Miller, and again, thank you Doug Debs for your continued effort in feeding the crew that day and on other previous days.

Mike Strider



Photo by Chris Hauf

John Zielinski operates Mongo and the MOW train with Cab hop waiting the distance.



Photo by Chris Hauf

Steve Barkkarie looking on as Mike Strider guides the tamper operated by Pat Stratton.



Photo by Chris Hauf

Steve Hill checking the track elevation and superelevation.

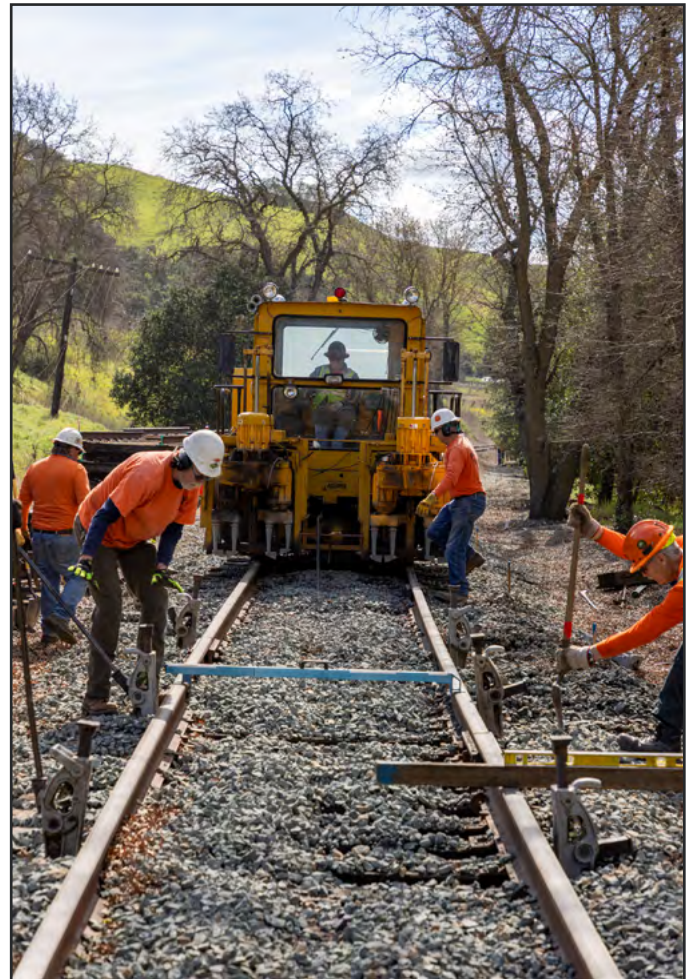


Photo by Chris Hauf

Crew checking track level east of Verona.

NILES CANYON RAILWAY

Building East

Mike Strider - Chief Engineer



Photo by Chris Hauf

Cab Hop headed east just west of Sunol.



Photo by Chris Hauf

Cab Hop passing by Sunol Depot headed west.



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 tale:

FIBER OPTIC CABLE INSTALLING ON NCRY ROW

The laying of the fiber optic cable on the Niles Canyon Railway looked like it would be an easy task through the canyon. Time Warner hired a Canadian cable laying company to get the job done. Just like in the early days of rail-roading around Niles which turned out to be a cross roads for railroads. It now becomes a cross road for fiber optic cables. Niles Canyon Railway was the route chosen due to the fact that the railroad was not completed and it was a tourist line and not a Class I railroad. If they only knew what laid ahead for them. This is where this month's tale begins.

It is the month of May in 2001. We have had the fiber optic communication people working all over the Canyon. There is one group that is doing a directional bore under Mission Blvd. What started out being routine at first, but can turn ugly when the bore device in the direction you were boring decides to change direction on you. Now you have to go and find the bore. Losing the bore device is like a Captain of a ship losing an anchor for dropping it in too deep of water. This means that they have to dig down and find the device. This is not just scratching around in the dirt to find this device. They will be digging a big pit that goes down about fifteen to twenty feet or until they find this bore. They did find the bore but digging has caused damage to the South leg of the wye which they will have to pay for to fix. Around this time, the County now has made them put up a bond to pay for any damage caused by this cable company. They got some cable laid in the bottom part of the canyon. The fiber guys told me that they will have this wrapped up and they will be moving on

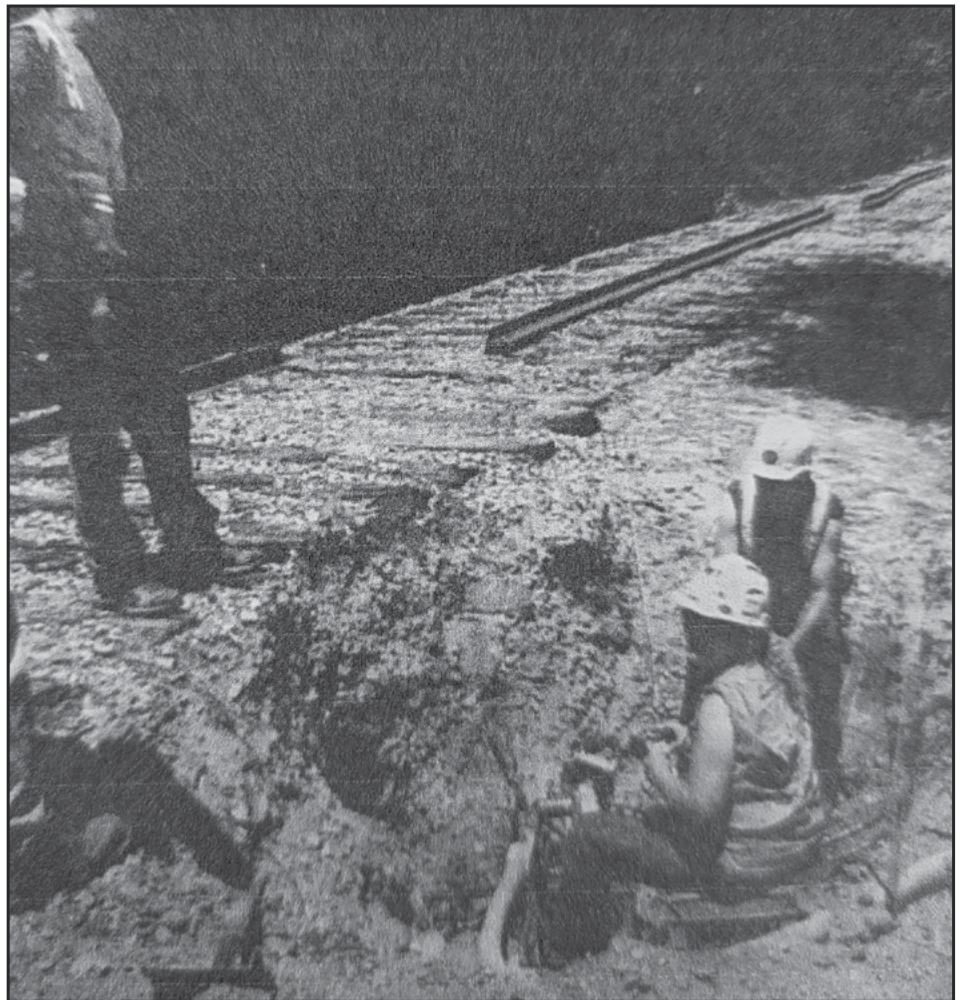


Photo from Club Car

Fiber optic team digging around trying to find bore that went off course.

in three days. Right! Three weeks have passed and they have made it from Niles to the Brick Plant. "Heck, at that pace, we should set up a tourist information bureau for them while they are on property. Give them a list of what to see while they are in Niles Canyon". At least the weather is good for them. They can start working on their tans while they get this cable buried alongside our right of way. The plowing to bury this

cable was done with an attachment blade that was attached to a standard road grader with trailers towed behind it with cable reels on them. It didn't take them long to realize that they were not going to do the job with that machine in the canyon. Wheels were slipping and they were wrecking ties. This is not like plowing the fields across Nebraska. At that time, I got involved with them. They were wrecking ties which

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo from Club Car

The Fiber Optic team found the bore, but did damage to right of way at Niles.



Photo by Brian Wise

We had to provide the power for the grading so they would not tear up our ties which they had already done.

they would be paying for. The question now is how are we going to get them off property fast as we can. A plan was designed to pull the grader with two of our engines so the grader will just roll across the road bed and ties. A deal was cut with them on the lease of two engines and crew. Pulling them up hill was a little tricky. Also, they are plowing at a certain depth, but when they run into a big rock underground, the depth of the trench seemed like it was adjusted shallow and then back down again. We know, the crib at MP 34 was not there when first put in. We were digging shallow with a back-hoe and struck the cable after it was ok'd for use. Fiber Optic Company sent a team of guys out to check what happened and repair it. They saw what the problem was, the cable was not at the right depth. We once again had cable people on property for about a week. The cable was repaired. When they got out to the Arroyo De Laguna Bridge, they put the cable across the deck of the bridge. They were informed that they can't put their cable there. They didn't want to hear that, so we had the State PUC explain to them why they can't put the cable there. They had to lift all 487 ft. of pipe and adjust it so it sits on top of the girder structure. A PG & E construction crew was hired to make the pipe adjustment. To top this change on the Arroyo De Laguna bridge they were informed that all their junction boxes for the cable were too close to the track and needed to be moved back to the approved distance. After doing a directional bore under connecting track to UP spur and then under the County Road at Verona they were happy to be heading east again on a ballast right of way with no track built yet. On all the rest of our bridges, the cable was attached to the side of bridge. As the

Continued on next page



Photo by Brian Wise

Road grader cutting and placing cable as they move through Brightside.



Photo by Brian Wise

Cable being fed into trench, not the best method when there are rocks in their path.



Photo by Brian Wise

Due to problems like rocks under ground, depth wasn't always what was called for.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo by Brian Wise

Placing cable across the Arroyo De Laguna bridge the wrong way.



Photo from Club Car

After a few days of correction with rocks being thrown at them doing the work. Cable on the bridge was complete.

Continued from previous page

years went by the cable company that takes care of this cable has been out several times to repair the line. The sleeve that the fiber optic is run through is plastic. It can be crushed if you don't have proper rock in the trench with it. I watched another company doing cable down at Niles. They dug trench, placed small rock, place cable case, pour top

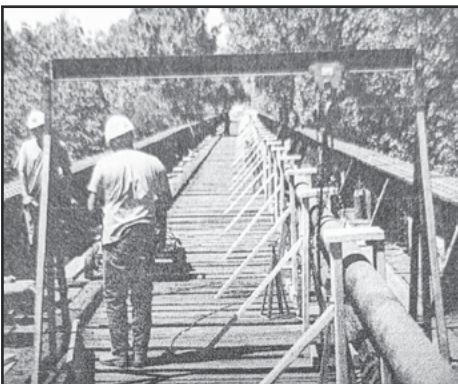


Photo from Club Car

PG&E was called upon for cable correction on the Arroyo De Laguna Bridge.

rock, bury it. Ours does not look like that. When there is damage to the cable they fire a slug through the casing to check for blockage. Like a crush stops, they have the distance. They dig down and fix problem. This all takes time. When it all is finished, it usually works just fine until another problem crops up. There have been several hillside washouts exposing the cable. Also, cable thieves have broken into the junction boxes and stole the fiber optic cable. The laying of the fiber optic cable through Niles Canyon has been a real adventure. The type of adventure we don't need.

A few years have passed by. I was driving up the Canyon. I noticed a back-hoe across the track at Farwell. I turned around and checked into the matter. I introduced myself and asked if they had a permit from the county to do digging on our ROW. They didn't. I told them that they were through working on

our ROW until they get a permit from the County. They were on the phone to Texas and explaining that I shut them down. He handed the phone to me and after a minute of words on how much I was costing them. I gave them a number for the County to get a permit so they could start working in the morning. Also, I informed them that I have trains running the next day. I will have a flagman on site to protect their crew and they will be billed for him. They said they would be back on property in two days. I also told them they were lucky that I found them today on our right of way instead of the train finding them the next day. They thought this was an abandoned railroad. Sometimes you get lucky for making a mistake. The repair to the cable from damage got completed. This does not happen very often, but when it does, it is very costly to the cable company. With that said, another tale comes to an end.

Dexter D. Day

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

New Members:

Benita McCown-Harper; Martin Minogue; Cynthia Pukatch; Damian R. Stellabott

Jim Baber was voted on at the last Membership Meeting and is our newest voting member.

Request for voting status:

Mark Whitman, joined 11-1-1987; Jon Williamson, joined 2-1-2009.

The Board voted to accept these members for voting status. The next step is to vote on them at the next regular membership meeting.

Unfortunately, our By-Laws were written before online meetings started taking place. This being said I have to refer to the written By-Laws which state: Voting Members shall be elected by a majority, by secret ballot of the Voting Members at the membership meeting. The quorum requirement for the conduct of business at a meeting shall not apply to the election of Voting Members.

At the present time there is no way to hold a secret ballot for voting with members online. Therefore, only those physically present at the Membership Meeting will be able to vote on members seeking to become voting members.

Before online meetings, members had to be present at the physical meet-

ing to vote. I know that during the past few years we have had to deal with many things out of the ordinary, like no gatherings for meetings. We adjusted with online meetings. This brought up many unanswered questions as to how we do business. Some temporary solutions were put into place. We are now in a position where we can now hold in person meetings again.

As things evolve with technology, we may be able to conduct secret ballots during online meetings or hybrid meetings with both physical and online being able to conduct secret ballots. Until that happens voting on members seeking voting status will be conducted by Secret Ballot of those physically present at the membership meetings.

This brings us back to the issue of updating the By-Laws and some of the need for change. I am sure that once the new By-Laws committee gets underway most if not all of these issues will be addressed. It will then be up to the membership to approve or disapprove the changes.

If you have any questions about your membership please email me at: membership@ncry.org or by phone (510-508-0503). Please do not send them to station-agent@ncry.org.

Rich Alexander

Brush Cutting

Mark Whitman

On Wednesday, February 23 at the request of Matt Petach we went just east of the well at Brightside to remove the tree up on the slope that was blocking the line of sight to the East gate. This is to facilitate the installation of a security camera.

After we finished this project, we headed west several hundred feet west of Estates Bridge to continue to improve sight lines. Also removed several trees that were growing next to the bridge abutments because they were causing damage to some of the stonework. Assisting Bob Pratt, Ron Thomas, Adam Weidenbach, Matt Petach, Wes Van Osdol, Ken Southwick, and myself.

On Saturday, February 26 headed west all the way to Niles adjacent to Vallejo Mills Park. We took out all the brush and small trees at the top of the slope on the north side of the track adjacent to the hole that had the homeless camp in it. We also headed east from there removing brush and tree stumps that will eventually interfere with sight-lines and or brush the sides of the train. Assisting Ron Thomas, Adam Weidenbach, John Zielinski, Brad Jones, and myself.

Mark Whitman

BRAKEMEN CLASS APRIL 9 & 10

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



**2021 Train of Lights
wrap-up Meeting & 2022 Planning
Saturday, May 7th, 10:00 a.m.
Sunol Depot Gardens**



**Parking available at the depot & picnic tables at the park,
or bring your own chair.**

**Let's talk about TOL 2021 & how to make 2022 better.
If unable to attend, please send your thoughts & ideas
station-agent@ncry.org**

Stack Talk

Alan Siegwarth

Steam and SP #1744 Project Work

The Steam Department worked on a wide variety of projects this month from test running the Skookum to wheel turning and framework on the SP #1744. In Sacramento at the California State Railroad Museum Shops, Stockton Locomotive Works continued working on turning the drivers. The work is completed and the new tires are in the process of being ordered. PLA is grateful to CSRM for allowing this work to be performed in Sacramento as it has allowed our volunteers to be heavily involved helping and learning throughout the process. At Brightside, we have continued the ongoing cleaning/painting and inspection work on the frame. One of the frame crossmembers that evidently broke and was repaired several times by SP welders in the past has broken again. The crossmember needed to be removed but getting it loose was an involved project as the taper bolts holding it in place (possibly for 120 years!) did not want to come out. However, with lot of persuasion, heat, krol, jacking and torchwork Henry Chandler got both the tapered bolts out. A new crossmember will be machined and after new tapered reamers arrive (of course of all the reamers we have in the shop, we were missing the size needed) we will work on replacing the crossmember.

Our second big project of the month was a test run of the Skookum to check out the repair work done on the #4 axle of the Skookum by Baldo Locomotive Works staff and PLA volunteers. We had been holding off on the test run in hopes that the fuel storage situation would be temporarily resolved so once the locomotive returned to service we could run steam operations. Instead, we finally tested the Skookum in preparation for the Lerro Photographers Charter. The test run went well and despite a few mechanical issues that needed to be worked on, the Skookum is now back in service again. Unfortunately, Lerro had to cancel the charter due to Railtown not having steam in service for their portion of the weekend's charter activities so Skookum is now ready with no planned operations until the fuel can be stored onsite again..

As we ask every month, please support the SP #1744 Project with 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



Photo by Alan Siegwarth

Skookum during February's test run down in Niles. On the locomotive is pictured left to right - Troy James, Mary James, Gavin Siegwarth, Shane Grupp, Eli Mosher, unknown, Henry Chandler and Charles Franz.



Photo by Alan Siegwarth

Henry Chandler drilling out the center of a taper bolt while Gerald DeWitt works on wire brushing the frame.



Photo by Alan Siegwarth

Frame hole with bolt removed.



Photo by Alan Siegwarth

Henry Chandler working on burning out one of the taper bolts.



Photo by Alan Siegwarth

Chris Baldo is happy to see his locomotive out and operating on the NCRY.

NILES CANYON RAILWAY

Stack Talk

Alan Siegwarth



Photo by Chris Hauf

Along Highway #84... #7 pulls its train back west from Sunol along Highway #84 with several of our freight cars; many that have been repainted and lettered in the past few years by Steam Department volunteer, Chris Hauf.



Photo by Chris Hauf

Skookum #7 sits with its test train in Sunol as it takes water before heading east to further test the recent work on the locomotive.



Photo by Chris Hauf

Skookum #7 at Sunol.



Photo by Chris Hauf

Heading east with its demonstration freight train, #7 round the curve east of Sunol.



Photo by Chris Hauf

#7 sits at Verona Road as items on the engine were checked before the train was backed west to Sunol.

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Southern Pacific Caboose 1101 on the Cab Hop.

Photo by Chris Hauf