



THE CLUB CAR



Bulletin 705

Pacific Locomotive Association, Inc.

May 2022

Chipper knives needed to be replaced and aligned



Photo by Mark Whitman

Matt Petach crawled inside the chipper to align the freshly-rotated anvil plate with the correct 0.045 inch gap between it and the rotating chipper blades.

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On Wednesday, March 23 the Brush Cutting crew headed west to just east of Estates Bridge and continued to remove small brush and small trees on both sides of the track all the way to Brightside crossing. This included some of the small oaks that were starting to sprout between the south side of the tracks and Niles Canyon Road. Assisting Bob Pratt, Matt Petach, Wes Van Osdol, Pat Stratton, Brad Jones, Steve Meyer, and myself.

On Friday, March 25 I inspected the chipper knives and determined that they needed to be replaced. With the assistance of Matt Petach and Brad Jones we changed out the chipper knives and removed and inspected the anvil. The anvil is the opposing surface that the knives pass against. I determined that the surface edge was rounded off which affects the desired clearance between the two. The anvil

Brush Cutting 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 Meeting

MAY 13

5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

MAY 13

7:00 PM

In Whitehouse @ Brightside
In-person & Teleconference

= NOTICE =

At the Members Meeting the Nominating Committee will present their recommendations for officers to serve for the next two years and nominations will be accepted from the floor.

Ballots will be mailed out within seven days after the meeting and new BOD will be seated at the June 10th Members Meeting.

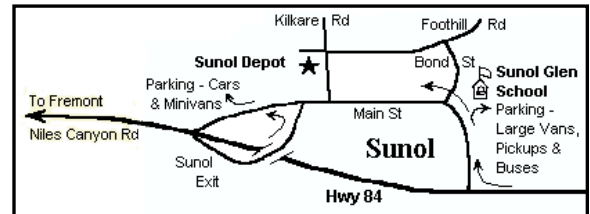
Those wishing to include a statement with the ballot need to get it to me by May 19.

Jim Evans

BOARDING LOCATIONS

SUNOL DEPOT

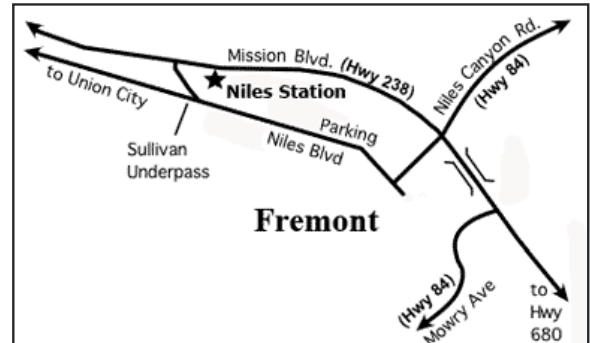
6 Kilcare Road
Sunol, CA 94586



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.

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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

May Activities

May 7	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
May 7	1st Saturday	Evening Train Ride, Niles, 7:00 pm - The Alexanders
May 13	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
May 13	2nd Friday	General Meeting, 7:00 pm - Brightside - Henry Baum
May 14	2nd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
May 15	2nd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
May 21	3rd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
May 22	3rd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported almost 2,800 volunteer hours for the month of March. 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

Adam Weidenbach
Bob Moore
Chris Campi
Denis Murchison
Dennis Mann
Joan Weber
Marshall Williams
Norm Fraga
Pete Goodier
Phil Stone
Ray Freeman
Steve Van Meter

Car Department

Terry Stokes
Tom Crawford

Commissary

Bonnie Harrington
Dee Murphy
Jack Harrington
Jacques Verdier
John Link
Sally Mills

Depot Crew & Operations

Dan Mills
Donna Alexander
Rich Alexander

Docents

Jim Evans
Jim Stewart
Matt Petach

Electrical & Signals

Curt Hoppins
Dan Furtado
Jacques Verdier
Jim Stewart
Kurt Olsen
Matt Petach

Facilities

Bob Bailey
Bob Bradley

Facilities

John Zielinski
Ken Southwick
Matt Petach
Steve Barkkarie
Steve Coon
Wesley Van Osdol

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Adam Weidenbach
Bill Stimmerman
Brad Jones
Chris Hauf
Chuck Kent
Dee Murphy
Gerald DeWitt
Gerry Feeney
Howard Wise
Karl Swartz
Kent Hedberg
Linda Stanley
Rich Gove
Steve Jones

Meetings

Alan Siegwarth
Alex Castro
Bent Christensen
Bob Bradley
Bob Pratt
Brad Jones

Meetings

Charles Franz
Charles Navarra
Charles Smith
Chris Chisom
Chris Hamilton
Chris Hauf
Chuck Kent
Curt Hoppins
Dan Mills
Dave Burla
Dee Murphy
Dennis Mann
Derek Lyon-McKeil
Don Gholson
Don Nelson
Donald Kirker
Donna Alexander
Doug Vanderlee
Ed Best
Eric Wright
George Childs
George Mednick
Gerald DeWitt
Gerry Feeney
Glenn Fountain
Henry Baum
Henry Chandler
Jamie West
Jeff Schwab
Jim Baber
Jim Evans
Jim Gilmore
Jim Stewart
John Zielinski

Meetings

Jordan Hamilton
Jorg Linke
Justin Legg
Karen Kadaja
Kent Hedberg
Kurt Olsen
Leslie Smith
Linda Stanley
Lou Bradas
Mark Miller
Mark Whitman
Matt Petach
Mike Carter
Mike Strider
Nick Alexander
Pat Buder
Pat Stratton
Patrice McDonald
Paul Veltman
Peter Midnight
Ray Crist
Rich Alexander
Roger Skinner
Ron Quilici
Ron Thomas
Scott Crislip
Steve Barkkarie
Steve Coon
Steve Jones
Steve Slabach
Ted Unruh
Thomas Libbey
Tim Flippo
Tom Eikerenkottor

Meetings

Warren Haack
Wesley Van Osdol
Zona Fowler

MOW & Track

Bob Bailey
Bob Pratt
Brad Jones
Charles Navarra
Chris Campi
Dennis Mann
Frank Palermo
John Zielinski
Jorg Linke
Ken Southwick
Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Paul Bartz
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Meyer
Wesley Van Osdol

Other

Barry Lependorf
Bob Bailey
Bob Pratt
Bonnie Harrington
Chuck Kent
Donna Alexander
Ed Best
Gerald DeWitt

Other

Jack Harrington
Linda Stanley
Mark Miller
Matt Petach
Patrice Warren
Steve Jones
Steve Slabach
Zonker Harris

Switching Crew

Gerry Feeney
Kent Hedberg
Mark Miller

Train Crew

Bob Pratt
Brad Jones
Chris Chisom
Don Nelson
Ed Best
Gerry Feeney
Jim Stewart
John Zielinski
Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Kurt Olsen
Mark Miller
Matt Petach
Ron Quilici
Sanjay Bhandari
Scott Crislip
Steve Barkkarie
Ted Unruh
Warren Haack

President's Message

Henry Baum - President

It is May, and that means it is time for the PLA's annual election. The nominating committee is once again being staffed by Dave Burla, Mark Miller, and Ed Best. If you are a voting member of the PLA, you can expect to hear from one of the nominating committee members. They will ask you if you are interested in running for one of the Board positions that are expiring (the positions expiring are President, Treasurer, Recording Secretary, and one at-large Director position). Your immediate answer will of course be 'no', but I would like you to reconsider and think about what you could bring to the Board, based on your real-world experiences. This year, we also need to nominate someone to fill in the remaining year of Gail Hedberg's term. If interested in one of these positions, let the Nominating Committee know. The Nominating Committee will put forward a list of candidates at the May membership meeting on May 13th, and nominations will also be accepted from the floor for these positions.

And just to clarify, the main function of the board is to deal with the fiducial responsibilities of the organization. How do we bring in revenue, and how do we spend that revenue? These decisions are necessary, and become really important when unforeseen expenditures crop up. Also, how to deal with unexpected opportunities that arise and how best to deal with the long-range goals they tend to create.

A recent unexpected situation has recently occurred arising out of complaints the County is receiving from bicyclists who travel on Pleasant-Sunol Road and who have to deal with our at-grade crossings at Hearst and Verona Road. Bicyclists were complaining to Alameda County Public Works that the crossings had become dangerous, and cyclists were having accidents. This is bad on many levels and of course



Photo by Henry Baum

Ranch Car kitchen window opening.

points to the liabilities that the railroad and Alameda County are responsible for with at-grade crossings.

We reviewed the construction of the bicycle pathways at the crossings and determined that a number of defects would need to be addressed. Several of these defects trace back to the original design and installation of the crossings when they were put in around 15 years ago. The crossings themselves have had minimal usage since they were installed, but a number of problems were identified relating to the rubber flange fillers the CPUC mandated be installed in the bike pathways to make the crossing safer for bicyclists. These were a relatively new concept when the crossings were installed, and they were not well understood. We discovered that the fillers had been installed upside down which had a real impact to trains, but no impact to bikers. The rubber panels also had not been prop-

erly secured, and over the years gaps had opened up between the panels. We did a temporary fix to address that, but a permanent solution is required.

During an on-site meeting with Alameda County Public Works, a representative of California Public Utilities Commission (who has responsibility for ALL railroad crossings in the state), we were approached by bicyclists who had actually had accidents at the Verona Road crossing. How they knew we were there is a mystery, but their input was enlightening. While we were focused on the track portion of the crossing, the bikers pointed out that it was the transition between the roadway and the track panels that was actually the problem that was injuring cyclists. That transition is actually part of the road and is the responsibility of the road owner (in this case, Alameda County). Again, Steve Barkkarie did a quick fix to solve the problem while the County

President's Message

Henry Baum - President

figures out a permanent solution.

While it turns out the railroad portion of the crossing was not the main problem, now that we have identified these shortcomings, we have to fix them. While we would love to pretend we don't know about them, we do know, and that makes our liability even greater. So, the Board was called on to approve an emergency expenditure to hire a contractor to fix the deficiencies as quickly as possible. The Board approved the expenditure.

The Board was also asked to make a significant expenditure to purchase a NEW dump truck. While you might ask why we need a dump truck, the case was made primarily to purchase it to deal with the massive amount of earth movement we will need to undertake down at Niles to deal with the new round house and turntable. That entire area inside the wye needs to be scraped down to a plane for the roundhouse and turntable to exist on, that aligns with the tracks we have in place. That material needs to be removed from inside the wye, and then removed from the property or repurposed. Having a modern, street legal, and California compliant truck is an obvious necessity, and renting trucks is not an option, as they are rarely available, and very expensive to rent for the amount of time we will need it. While we will end up with a used dump truck, it will have a lot of residual value and could be sold off, or, as is typical, we will find enough uses for it around the railroad to make it a wise investment. Yes, for the old-timers we used to have a 1944 Peterbilt dump truck that we used in the early days of building in Brightside. We sold it off because it had become dangerous to operate, especially as a dump truck. The truck will eventually be restored by its new owner as a show truck, not a working truck.

I continue to work on the Ranch Car



Photo by Henry Baum

Ranch Car kitchen window damage.

kitchen but have hit a snag that must be dealt with. See photos. The window over the sink was removed to have new glass installed in the frame. Once the window was removed, the extent of the damage that caused the window seal to fail (and necessitating Howard Wise to weld a new skin to the outside of the car from the window area down) became apparent. Basically, everything below the bottom edge of the window had rusted away. This meant there was nothing holding the window in position along the entire bottom edge, and this allowed water from the kitchen sink to get in the wall, as well as rainwater to leak in from the outside. This area will need to be stabilized, and new structures installed to bring this back to its original state. The window seals re-

quire developing sufficient pressure against the rubber seal components.

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. There has been a slight uptick in folks wanting to help, but we could use a lot more people to lead projects.

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

Along the Right of Way

Stephen Barkkarie - General Manager

I always say you can never tell what might happen on the Niles Canyon Railway. For instance, one day we plan to sort out a long-standing mess of ties and OTM (Other Track Material) at Niles Station and are wondering what to do with all the dead ties, and the next day I get a call from a local rancher who is looking for old ties for fencing. As luck would have it, he brought a trailer, a crew, and a handfull of cash. The result of which lead to the removal of almost all the dead ties, including the hard to dispose of switch ties, and a healthy donation to the PLA. He expressed an interest in some of our accumulated asphalt grindings and has promised to come back for more landscape ties. This is great for us as we save the cost of disposal, don't expend any volunteer labor, and we have made a new friend of another Sunolian family.

On the subject of families, I had the pleasure of giving a tour of some of our equipment to several generations of the Barlow family. Many of you will remember fondly Bud Barlow, a long time PLA volunteer who has passed on, and one of my favorite mentors in the early days of my membership. They had planned a family reunion for months and one of the activities was a visit to the SP 121 "Western" business observation coach. It served as their grandsire Oran Barlow's office for many years as a division engineer for the Southern Pacific. Over the years they had visited the car when it was on display in Oakland before coming to the Niles canyon. We also had a look at the "Sacramento" business car as well as the CW M-200 railbus. Everyone seemed to really enjoy the tour and we had planned to have a lunch at Bosco's afterward, but as I said you can never tell what may happen at NCRY.

While taking a group photo, I received a call, my assistance was needed elsewhere. So, our tour had to come



Photo by Stephen Barkkarie

Family of PLA member Bud Barlow visits Brightside.

to an end. As we said our farewells, Bud's grandson Kevin presented me with an envelope. He told me they had passed the hat around for a group donation and he had penned a brief letter explaining their relationship to the car and the PLA. I thanked them on behalf of the organization and invited them back anytime. It was only after the family departed; I looked inside the envelope. I was shocked at the very generous donation check inside and after reading the message was touched by the history brought to life with their visit. That was an hour very well spent.

Another example of the surprises around every corner occurred during our semi-annual weed spraying. This is the second year of using our "Heavy-Hauler" loaded with the county's entire spray truck, pulled by a locomotive, to spray the ROW. As we shoved out to the East end-of-track to begin abatement, we encountered a UP freight parked on the mainline, as we passed beneath, at Verona crossing. That train stretched from Hearst all the way to Castlewood (that's about a mile). The freighter was



Photo by Stephen Barkkarie

NCRY crews pass under UP freight train at Verona while weed spraying.

still there as we worked to the West rolling along at 5 mph. The county crew sits in the comfort of the truck and covers the entire track from ditch to ditch with remote controlled spray nozzles mounted to the side of the deck and the rear of their vehicle. It is really something to see and so efficient that we were able to spray the entire ten miles of track in less than a half day, including a re-load at Sunol and the unloading of the truck at Brightside

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

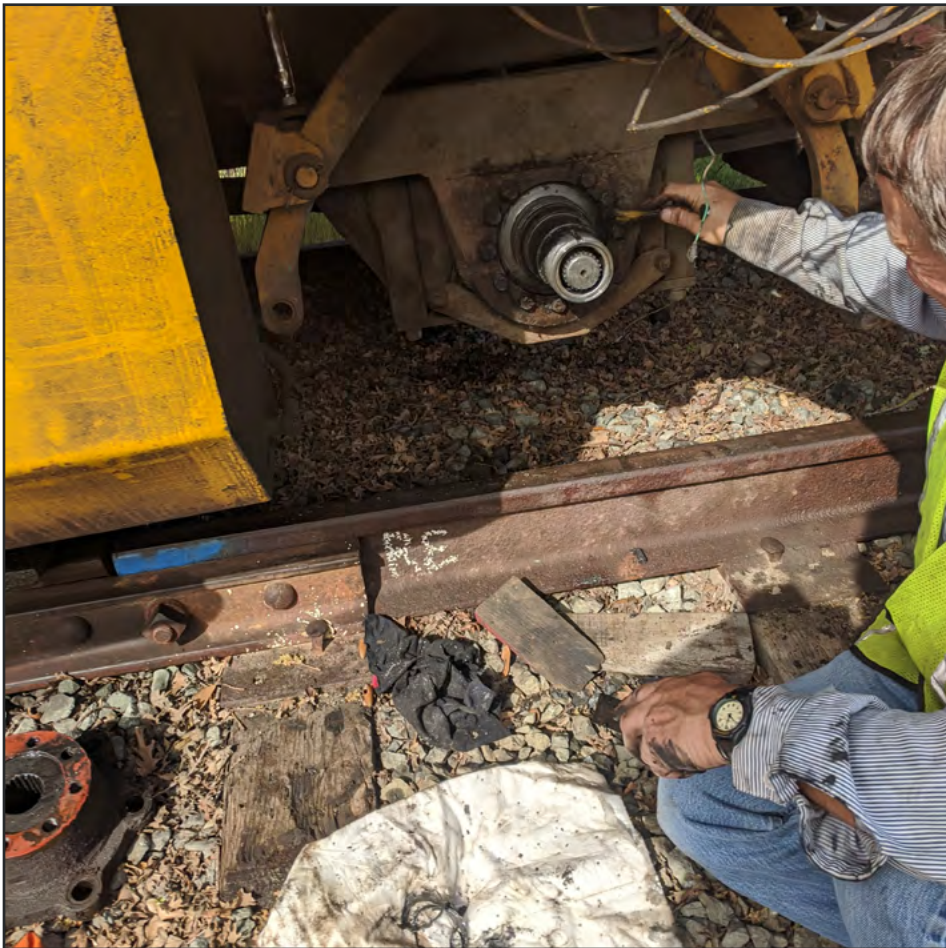


Photo by Stephen Barkkarie

Doug Vanderlee examines the damage from a wheel bearing failure on the Fairmont Tamper.

upon return from Niles.

During March track building day, the Tamper exhibited sluggish travel while vibrating ballast. On initial inspection, it seemed the brakes may have been out of adjustment, but when jacked up, the real problem was revealed to be a failed wheel bearing. What a disastrous development. Without the ability to power tamp, we are immediately condemned to "Gandy-dancing" (hand compacting rock with a steel bar) which is the way they built the track originally. The parts supplier explained that those parts would not be available for 45 days, so we would be stuck in

the Nineteenth century until then. After hand-tamping all day the first Saturday of April, MOW crews were done visiting the past. Something had to be done. Our manual for the machine lists parts in the manufacturer's coded numbers, which means you must get the part from them. With luck, we were able to disassemble the wheel, retrieve part numbers directly and source the parts locally. Within a week I had the last part in hand. It required a few afternoon sessions to assemble the and test the wheel, but the NCRy MOW is once again railroading in the modern era.

As I mentioned last month, Railway



Photo by Adam Weiderbach

Steve Hill and Steve Barkkarie ballast track on the tangent headed for Happy Valley.



Photo by Stephen Barkkarie

Mark Whitman, Brad Jones, John Zelinski and Matt Petach test the chipper after a knife and anvil change.

Worker Protection classes are scheduled to take place in June. Please see the ad in this month's issue. Everyone who works out on the track should sign up for one of the classes taught by our long-time instructor/inspector/member Peter Schulze. Classes will be held in the Whitehouse both days from 9:00 am until 12:30 pm, June 11th & June 18th.

One thing that always amazes me is how much satisfaction one can get from a hard day's work supporting a great organization like the PLA. If you get the chance, spend a little time giving of yourself. What you receive in return might just surprise you. Until next time, see you around the bend.

Stephen Barkkarie

Brush Cutting

Mark Whitman

Continued from Page 1

is designed with four separate edges that can be turned to achieve a new edge. We then reset the clearance between the anvil and the knives to 0.045 inch gap which is the desired clearance.

Mark Whitman

Photo by Matt Petach

You can see how worn the lower right corner of the anvil plate is compared to the left side corners.



RESCHEDULED BRAKEMAN CLASS JUNE 4 & 5

CLASS WILL BE HELD IN THE WHITE HOUSE

9:00 AM - 4:00 PM

STUDENTS THAT APPLY MUST BE ABLE
TO PERFORM THE DUTIES OF A BRAKEMAN

BRING WRITING AND NOTE TAKING MATERIAL
STUDY MATERIAL WILL BE PROVIDED

LUNCH IS ON US

CONFIRM BY CONTACTING DEXTER DAY
plancrygm@gmail.com

ADOPT A KITTEN



After being abandoned at Brightside, Katie the cat became socialized after being wild for months. During that time she became pregnant and has given birth to five healthy kittens. They will soon need homes. The kittens have been raised indoors and are socialized and perfect for indoor living. If you are interested and have questions you can call me at 408-835-7119 or email me at bradley1464@gmail.com.

Bob Bradley

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The month of March was busy for us, in a normal way. The PLA's revenue stream from operations and donations was standard for a non-TOL month. We earned \$25,357 from operations; received \$1,935 from donations; sold \$1,200 in scrap metal; took in \$1,968 in membership dues; and had other income of \$283 for a total of \$30,743.

Expenses were also normal, in a predictable way. We bought diesel fuel for \$5,855 (The 1,000 gallons purchased was predictable; the cost was not - that is \$5.86/gallon!); paid \$10,815 to a contractor who, with assistance from our Steam Dept. volunteers, turned the SP1744 main drivers using California State Railroad Museum's super-sized steel lathe; and paid a contractor \$6,447 to continue painting of the Brightside Car - it looks very good, and is nearly done. The balance of our expenses, \$34,419, were mostly administrative, including a variety of utilities, printing the Club Car, management services, bookkeeping and legal services, insurance, and County lease payments. Total expenses for March were \$57,536.

Looking at the Balance Sheet, you can see that our cash position is good. The Securities account and the Endowment accounts are being knocked around a bit, but they are subject to the "Markets" so that is what happens. Deferred Revenue still holds \$1,000 advanced by Alameda County for regular run train tickets. Most of the Charter Deposits Held were converted to revenue in early April. And finally, the Chip-

per loan will be paid off in July.

A quick look at the Budget Report shows that while we are 75% (9 months) into our fiscal year ending this June, we have earned (ticket sales) or received (contributions) 85% of the revenue budgeted for the year. So the next 3 months aren't expected to bring in outsized revenues. As for ticket sales, we have earned 98% of budgeted dollars. This makes sense, as our largest and most concentrated source of revenue has already taken place. We will earn more the next 3 months, putting us over 100% of our budget for the year. I see that as an excellent post-pandemic outcome.

Contributions received for the year so far are 154% of budget. Partly this is because of the difficulty in estimating contributions so we tend to be pretty conservative in our estimates. But another important factor is the excitement that specific projects bring among both members and non-members. The restoration of our newest steam engine, SP1744, is a project with a wide following, as is imminent completion of our internationally followed restoration of KM diesel-hydraulic, SP9010. A somewhat more local project, but one with wide appeal in the West is restoration of GN1242, one of the Ranch Cars built for the Great Northern Empire Builder, their flagship 1950's cross country passenger train. It is exciting to watch the progress of projects like these, particularly on our website, and so they often result in contributions.

On the expenditure side, we have

made only 38% of the expenditures budgeted for the fiscal year. I believe that the way PLA volunteers strive to get the most benefit out of every dollar spent is one reason we can make a lot of forward progress at less cost. On the other hand, I think our goals for project completion turned out to be much higher than our volunteer availability to get the work done, so we didn't get as far along on some projects as we would have liked. We still have 75% of the calendar year to work with, so if you have free time and would like to assist in our productivity, contact a Board member or anyone in the PLA to find out how to get started. It is fun and rewarding work with flexible hours - what more can you ask for?

Regarding emails to me as Treasurer. To date I have received all your emails to "treasurer@ncry.org" by having them forwarded to my personal email account "patxmary@sbcglobal.net". However, when I sent out an email it was identified as coming from my personal account or my wife Mary Asturias. This may have resulted in confusion when you received a reply from my personal account, or from my wife Mary. Please check that your computer has "treasurer@ncry.org" as the email address for Treasurer. Within a few days I hope to have all my sent emails identified as being from the Treasurer's email account.

Thanks for paying attention (or did you?). If you have any questions or comments, let me know by email.

Pat Stratton



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:

IF THERE IS A WILL, THERE IS A WAY

This month, we will step way back to the beginning of building the NCRY. For some, they will remember what it was like when we first started to build this railway.

For our new members, this will give you a visual picture what it looked like in the beginning. The pictures that are in this article span over a period of 1987 through 1990. The way the railway was when we took it over was like the Pilgrims landing in a new land. This is where this tale begins.

It was 1987 and we were ready to start building the railroad East to Sunol. This was not going to be an easy task. The first rail that was put in was to protect the ties which had a habit of being stolen. That was a long drag in itself since the rail supply was stacked at Brightside. We finally got one rail lined and spiked in every fifth tie. When the County finally won the lawsuit for the right of way, that gave us the go ahead to rebuild the first section of this railway between Brightside and Sunol. Once again, the Hough was called upon to get the job done by pulling three to four rails at a time up the right of way. Driving the Hough loader on the roadbed with missing ties made for a real bouncing up and down ride while watching the lead rail while dragging it to make sure it was off the roadbed to prevent the rail from snagging ties. The rails were connected by joint bars with bolt, washer and nut to hold them together.

The bucket carried the OTM for that section which was going to be gaged and spiked in place. This went on for months. This included comping up to a 136 lb. rail from 85 lb. rail at Farmers crossing. In Sunol, a 136 lb. switch was constructed along with heavy rail laid



Photo by Brian Wise

July 1987, the right of way is shaping up. Tim Flippo has delivered four rails on the Hough and is supplying crew with OTM.

up to Kilcare Rd. The 136 lb. W. Sunol switch came from one of our raiding parties. The raid on the S.P. Altamont right of way County Crossing Removal Project. We had the material up to the Stanislaw County line. The switch sat half on the Alameda side and half on the Stanislaw side of the county line. We needed the switch. A few days passed after the raid and a U.P. truck pulled up in Sunol. They were looking for the switch which they found. After talking to them. They decided the switch had found a new home. A small set out track was built which would later become the Sunol W. end passing



Photo by Brian Wise

Feb. 1988, Brightside. Crew is putting finishing touches on West switch while other crew constructs siding track.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

siding. The railroad finally got built to a point of being able to operate on it. At Brightside we had to build a switch from scratch.

This introduced our track crew to switch building. We had the switch diagrams out on the flats being held down by spikes and tie plates. After we got the switch built, I recall we had a few adjustments on the switch so it would throw correctly. When the switch was completed, a small set out track was built to house the gift shop car, smoke chaser, M200 and No. 3 with Chryso-colla. A small compound with chain link fence was built to protect the little amount of equipment we had. The

Continued on next page



Photo by Brian Wise

Feb. 1988, Jeff Otto working on Compound Fence. Supplies along track waiting to be used.



Photo by Brian Wise

It is Sep. 1988. This was home sweet home for our fleet of operating equipment. The fence was the only protection provided.



Photo by Dexter Day

West passing siding switch in Sunol. This is the switch from the Altamont track removal.



Photo by Brian Wise

Sometime 1987 Blake's Palace in kit form from U.P. rises as a building again. Once the old WP yard Office Sacramento.

NILES CANYON RAILWAY

Tales of the Past

Continued from previous page

NCRY was now ready to introduce itself to the Bay Area. It is now 1988 and the expansion of Brightside was under way. The small set out track is about to become the passing siding at Brightside. Mark Whitman has done the grading and Tim Flippo and Bones Andrews layout the ties for the passing siding. The building of the siding went well and now tracks at the East end of the Yard were being built around the Tipple area and into the Tipple to house the No. 3 steam engine. However, there was a big problem, pigeons! Ray McAllister built a tube structure with a tarp on top. That should protect the No. 3 from being on the receiving end of pigeon droppings. The No. 3 now undercover and sitting on raised track for inspecting and working on the engine. The No. 3 never had a covered facility before. In time, the track inside the tipple was extended to the West. The Tipple wasn't much to look at, and did it stink under certain conditions, but it was better than nothing. 1989 saw Mark Whitman preparing to start grading for the first Brightside Yard track. Also Blake's Palace was finishing up construction and would be completed shortly. The building came from a gondola full of scrap rail and rail material donated by the UP.



Photo by Brian Wise

Nov. 1988 Tim Flippo and Bones Andrews lay out ties for the continuation of the Brightside siding.

One gondola had the building in it. It was in kit form with many parts. Charlie Blake and crew rebuilt the building which was the old W.P. Sacramento Yard office. Now it is Blake's Palace at Brightside.

At the time when we were building the NCRY. We were looked upon as an amusement park type of railway. But all that would change when we dedicated the Farwell Bridge and crossed it with a train which crossed a state Highway



Photo by Warren Benner

Year 1989 passing siding in and first rails into the Tipple. You got to love some of the tie work, or lack of it.



Photo by Brian Wise

Jan. 1990 Ray McAllister welding a support onto the Tipple to suspend new chain hoist trolley. Blue tarp is No. 3 Pigeon protection.

Dexter D. Day - Operations Manager

and waterway. At that time, we became under Federal Control. I hope you enjoyed some of the old photos of the beginning of the NCRY. With that said, another Tale comes to an end.

Dexter D. Day



Photo by Ed Ryan

Early operation on the NCRY. The M200 was our star attraction. No. 3 ran without the Chrysocola for a while.



Photo by: Brian Wise

Aug. 1989 Mark Whitman on backhoe is preparing the grade for Brightside first yard track. GE 462 just got new engine and rebuilt main generator.



Photo by Brian Wise

Aug. 1989 A crew ballasts the new turn out for Brightside's first yard track.

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

New Members:

Ruth Bennett; Tim Bennett; John Deyo; Jim Emmy.

If you see any of these new members, give them a warm welcome and show them around the railroad.

Members to be voted on for voting status:

Mark Whitman (joined 11/87) MOW, brush cutting.

Jon Williamson (joined 2/09) Brake-man, Conductor.

Charlene Murrell (joined 6/14) Gift Shop.

We will be trying a new online voting process for those voting members who are not physically present at the meeting. Our new technology department is working on the electronic voting system that should allow us to conduct secret ballots remotely. Hopefully you have seen a test voting sample by now. I have done a test vote using this process and it appears to be very simple to use. Only those voting members logged in at the time of the vote

will be allowed to vote. Once we know who is logged in, they will get the electronic ballot. We are planning to have the vote as one of the first things on the agenda and you will have a 30-minute window of opportunity to vote and return your ballot electronically. Once the ballots are returned, we will announce the results.

This is a new process and may take some time to get used to. Please be patient with the process. This is being done in an effort to allow those members who choose not to attend the meeting in person to still participate in the process.

On another issue, I have been getting emails asking what the dues are for the PLA.

Primary adult member is \$48.00

Secondary adult member is \$24.00

Children are \$12.00

This is for all members residing at the same address. Remember that only one Club Car is sent to the primary member.

For those of you who don't like using the internet to pay your dues, remember that you can always send them in by mail to:

PLA

Attn: Membership Secretary

PO Box 515

Sunol, CA 94586-0515

Rich Alexander

2021 Train Of Lights Wrap-Up Meeting & 2022 Planning

**Saturday
May 7**

**10:00 am
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 unavailable to attend,
please send your
thoughts & ideas to:

station-agent@ncry.org

RWP CLASS (Railway Worker Protection)

Held in the Whitehouse

taught by our long-time instructor/inspector/member

Peter Schulze

**June 11 & June 18
9 am to 12:30 pm**

Sign-ups with the Crew caller

**Jackie Vlasak
traincrews@gmail.com**

NILES CANYON RAILWAY

Stack Talk

Alan Siegwarth



Photograph from the Tom Dill Collection, Pacific Northwest Railroad Archive
The 1744 has its large tender that it was equipped with later in life so we are guessing this photograph was taken in the 1950's possibly in the Central Valley.



Photo by Alan Siegwarth
Gerald DeWitt and Chuck Kent hard at work on cleaning up the cylinder saddle at Brightside.



Stockton Locomotive Works Photographs
The driving boxes after cleanup. No two boxes are the same, the boxes clearly show the end of steam mantra on the SP, just do what needed to be done to allow the locomotive to run another year. As part of the restoration we are now trying to decide what to fix and what to leave as is - SP left us a lot of decisions to make!

NILES CANYON RAILWAY

Niles Canyon Railway July 4th Trains & BBQ

Return to beautiful Niles Canyon on Monday, July 4, 2022 to celebrate the 4th of July with a diesel train ride from Sunol Depot and a BBQ in Sunol Depot Gardens.

Bring your family, partner, friends or potential new members to experience vintage railroading at its best!

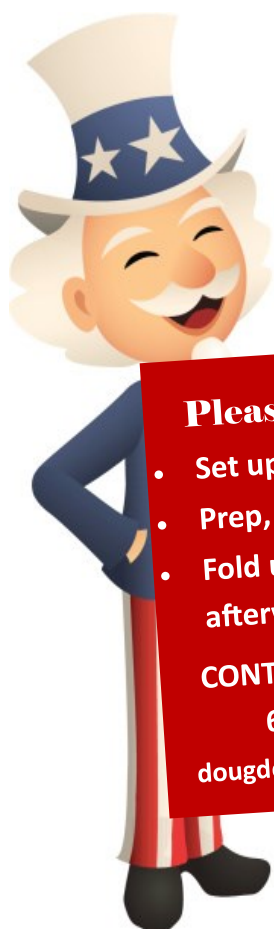
Choose your train ride—before or after lunch:

- Train #1 departs 10:30am, eat at 12:30pm
- Train #2 departs 1:30pm, eat at 11:30am



Please bring your own folding chairs & table if possible.

Feast! Enjoy grilled tri-tip, chicken, mild Sicilian sausage, hot dogs, veggie sausage, artisan cheese, Brentwood corn on the cob, Italian bean salad, potato salad, bread & butter, fruit, wine, beer, sodas, water, iced tea and more.



Please Volunteer!

- Set up the day before,
- Prep, cook and serve, or
- Fold up tents and tables afterward.

CONTACT DOUG DEBS:

650.704.1487

dougdebs2472@yahoo.com

Tickets: Order by June 25—\$15/member and immediate family, \$20 for guests. Kids 5-12 half price. **Order after June 25:** add \$5 per ticket. Tickets held at will call—at the depot or BBQ.

Members: log in at <http://tinyurl.com/pla-2022-bbq>; go to Calendar and click **July 4, 2022**.

OR mail your check payable to NCRy and train preference to: NCRy July 4th, PO Box 515, Sunol, CA 94586-0515.

Ticket Info: Donna Alexander

510.996.8420 | station-agent@ncry.org

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

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Hayward, CA
Permit No. 188

Time Sensitive Material



Walt Ainsworth Collection. Photograph is courtesy of the Pacific Northwest Railroad Archive

A very early picture of the 1744 in its original Baldwin Compound configuration, notice the large low pressure cylinder above the smaller high pressure cylinder. Southern Pacific rebuilt the 2-6-0 compound locomotives in the 1910-20 period to the simple cylinder configuration the SP 1744 currently is equipped with. This photo is the only currently known picture of the 1744 prior to being rebuilt. The photograph location is unknown but was taken while on lease to Oregon-Washington Railroad & Navigation Company.