



THE CLUB CAR



Bulletin 708

Pacific Locomotive Association, Inc.

August 2022

Clover Valley #4 out pulling excursion trains



Photo by Chris Hauf

Clover Valley Lumber Co. #4 rolls along Highway 84 as it makes its way to pickup its first revenue passengers of the season.

IN THIS ISSUE

- 3** August Activities
- 4** President's Message
- 6** Along the RoW
- 10** Tales of the Past
- 13** Membership Report

The Steam Department had the Clover Valley #4 out pulling excursion trains again in July to the pleasure of our riders. The #4 is running well and with the July operations over, our crews will brave the summer heat to operate in August to get additional 2022 steam operating days. Our volunteers are happy to have steam running again and we received a lot of interest and questions from our ridership on the days we operated. We look forward to

seeing more happy faces next month! The work on the SP #1744 frame continues when the crew is not supporting operations. Charles Franz has been machining a new frame crossmember to replace one that had cracked and been repaired many times by the SP in service. This will be a big improvement as the old one was welded to the frame on both sides and at some point in service had broken

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 Meeting

AUGUST 12

5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

OCTOBER

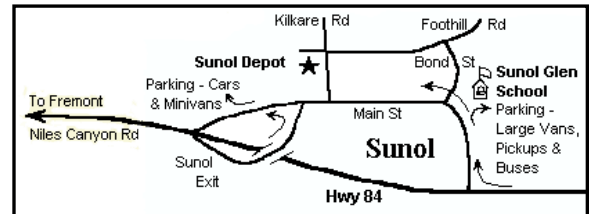
In Whitehouse @ Brightside
In-person & Teleconference

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

BOARDING LOCATIONS

SUNOL DEPOT

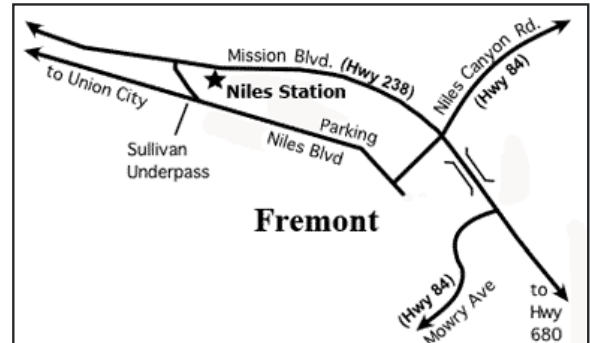
6 Kilcare Road
Sunol, CA 94586



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	Matt Petach	(408) 256-2883
Membership Secretary	Rich Alexander	(510) 508-0503
Treasurer	Pat Stratton	(650) 888-8619
General Manager	Stephen Barkkarie	(510) 368-1733
Director-At-Large	Justin Legg	(510) 717-4944
Director-At-Large	Warren Haack	(650) 726-7952
Director-At-Large	Bob Pratt	(510) 421-7483

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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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

===== August Activities =====

August 6	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
August 12	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
August 13	2nd Saturday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
August 13	2nd Saturday	EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol
August 14	2nd Sunday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
August 14	2nd Sunday	EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol
August 20	3rd Saturday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
August 20	3rd Saturday	EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol
August 21	3rd Sunday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
August 21	3rd Sunday	EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported 2,220 volunteer hours for the month of June. 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
Matt Petach
Warren Haack
Bob Pratt
Chris Hauf
Curt Hoppins
Dennis Mann
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Joe Scardino
Justin Legg
Mark Miller
Mary Asturias
Rich Alexander
Roger McCluney

Archives & Library

Brian Hitchcock

Car Department

Bob Moore
Bob Pratt

Car Department

Bruce Burke
Denis Murchison
Dennis Mann
Joan Weber
Marshall Williams
Norm Fraga
Pete Goodier
Phil Stone
Ray Freeman
Steve Van Meter
Tom Crawford
Wesley Van Osdol

Commissary

Jack Harrington
Joe Romani
Mike Pechner
Sally Mills

Depot Crew & Operations

Donna Alexander
Kent Hedberg
Rich Alexander

Electrical & Signals

Bruce Burke
Curt Hoppins
Jim Stewart

Facilities

Bent Christensen
Bob Bailey
Bob Bradley
Bob Pratt
Gerald DeWitt
Steve Coon
Wesley Van Osdol

Gift Shop

Charlene Murrell
Gail Hedberg
Patrice McDonald

Mechanical

Alan Siegwarth
Bill Stimmerman
Charles Franz
Chuck Kent
Dennis Mann
Emiliano Gonzales
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
Justin Legg
Karl Swartz
Linda Stanley
Rich Gove

Mechanical

Steve Jones

Meetings

Bob Bradley
Charlene Murrell
Chris Hauf
Curt Hoppins
Dan Mills
Dave Burla
Dave Harris
Dee Murphy
Don Gholson
Donald Kirker
Ed Best

George Childs
Henry Baum
Jim Gilmore
Jim Stewart
John Link
John Zielinski
Jorg Linke
Justin Legg
Karen Kadaja
Leslie Smith
Linda Stanley
Lou Bradas
Mark Miller
Marshall Williams
Matt Petach
Mike Strider

Meetings

Pat Buder
Patrice McDonald
Paul Veltman
Pete Midnight
Rob Giles
Roger McCluney
Ron Thomas
Sally Mills
Steve Jones
Steve Slabach
Thomas Libbey
Tim Flippo
Tom Eikerenkotter
Zona Fowler

MOW & Track

Bob Pratt
Charles Navarra
Chris Campi
Doug Vanderlee
John Link
John Zielinski
Jorg Linke
Ken Southwick
Mark Whitman
Matt Petach
Mike Pechner
Mike Strider
Pat Stratton
Ron Thomas

MOW & Track

Steve Barkkarie
Steve Hill
Steve Meyer
Wesley Van Osdol

Other

Alan Siegwarth
Barry Lependorf
Bob Bailey
Bob Pratt
Curt Hoppins
Ed Best
Glenn Fountain
Gordon Osmundson
Jack Harrington
Kent Hedberg
Linda Stanley
Mark Miller
Matt Petach
Mike Strider
Patrice Warren
Randy Ruiz
Tom Eikerenkotter
Warren Haack
Zonker Harris

Train Crew

Bent Christensen
Brad Jones
Charles Franz

Train Crew

Chris Chisom
Chuck Kent
Ed Best
Gerald DeWitt
Jim Stewart
John Link
Jon Williamson
Jorg Linke
Kent Hedberg
Mark Miller
Peter Savoy
Roger Skinner
Ron Quilici
Sanjay Bhandari
Scott Crislip
Steve Barkkarie
Steve Coon
Ted Unruh
Warren Haack

Interested in volunteering? Scan the QR code to check out the opportunities.



President's Message

Henry Baum - President

A number of things are going on around the railroad, and it is definitely becoming a fast-moving express train. As you are aware, a number of very large and very valuable assets were transferred from Santa Clara County ownership to Pacific Locomotive Association ownership earlier this year. Some of these assets will be arriving on NCRY property soon. The logistics of moving these assets are complicated and require a lot of coordinated efforts between crane operators, trucking firms and specialized mechanics. The SP2479 is being prepped for movement as you read this. The locomotive will be separated into two major pieces for transport. The boiler will go on one truck. The undercarriage will go on another. My thanks to the volunteers at California Trolley and Railroad Corporation (CTRC) the organization restoring this locomotive for undertaking the efforts necessary to separate the boiler from the undercarriage, a major undertaking. Visit their Facebook page at <https://www.facebook.com/Engine2479/> to follow on with their efforts in preparing the locomotive to be relocated.

Once these items arrive in the canyon, they need to be unloaded and placed on our rails, and then reassembled into a strong enough unit to be moved by rail. Once in Brightside, the locomotive will be professionally reassembled. This will be handled by PLA volunteers (primarily the CTRC volunteers who will be coming along with the locomotive) and our Steam Department to get this locomotive fully restored. This will all be managed under the watchful eye of Robert Franzen of Steam Services of America. Robert's company did a lot of work on the Clover Valley Lumber #4 when it was refurbished several years ago. Getting this massive mainline Pacific locomotive properly reassembled is a huge task. And then



2479 at Bayshore Roundhouse from 2479 Facebook page.

there is other work that must be finished to make it operational.

The tender for this locomotive is massive, and so far, is presenting the most challenges for relocation. It must be removed from its trucks, and then positioned on a truck trailer in a manner that meets the height restrictions. Hopefully we don't have to cut anything off of it to make height. Once in the canyon, it needs to be reassembled and then reattached to the locomotive. This needs to be done so there are couplers at each end of the locomotive which will make relocating the engine easier going forward.

At the same time, to maximize our trucking and crane efficiencies, we will be moving the 50-ton bridge for the 80 foot turntable that is part of this asset transfer. The current plan is to load it onto a low-boy trailer and bring it up to the canyon. Once here it will be transferred onto our heavy-duty Army flatcar and moved by rail down to Niles,

where it will be off loaded and set on the ground for inclusion in our Niles Development. Eventually we will be installing this inside the wye at Niles. As part of this package, CTRC agreed to donate their GE 65-ton diesel locomotive to the PLA. We agreed to take it, but also offered to find a better home for it. We already have an identical locomotive, the US Army #7348, which has been fully restored and is used primarily for switching by the Steam Department, so it would be superfluous to us. We also have 44-ton and 80-ton center cab locomotives in our collection. When I joined the organization, these three locomotives were the principal motive power for the NCRY, and the locomotives I learned to be an engineer on.

Ken Middlebrook of CTRC provided some background on the locomotive in question:

Locomotive 881002 was delivered new to Kaiser Permanente in 1941

NILES CANYON RAILWAY

President's Message

Henry Baum - President

where it shared plant switching duties with another unit. Around 1970, an ex SP SW-1500 was purchased and became the primary switching unit with this 65 tonner as a backup. The second 1941 switcher was subsequently scrapped. Later, one of the original GE engines was replaced with a new Cummings engine. After a problem developed with one of the power units, the diesel spent the rest of its Kaiser career working on only one engine... the newer Cummings unit. In 1997 the diesel was donated to CTRC but remained at the Cupertino Permanente plant until September 2014 when it was relocated to the Santa Clara County Fairgrounds. Between 1997 and its delivery to the fairgrounds, someone removed its air horns - I was told that they were given as a retirement gift. Immediately after its fairgrounds arrival, volunteers secured the cab and engine compartments to protect against potential copper thieves. Other than basic dusting and cleaning, CTRC has done no work on the artifact.

So, what should be done with it? Is it worth doing anything with it? As far as any knows, the locomotive was serviceable when it was last operated. I ran into PLAers Ken Asmus and Nancy Harden on the American Cancer train. They had come down from Gold Country to participate in the event. Ken and Nancy are active volunteers at the El Dorado and Western Railroad (ED&WR) in Folsom, CA. Our track Inspector Peter Schulze is another active volunteer up there. Over the years, PLA has donated equipment to ED&WR. I kind of think of this railroad as Niles Canyon North. Their organization is dealing with the same issues our organization was dealing with in the early 1990s, and I see a lot of similarities between the two groups. Ken has recently finished restoring a 44-ton side-rod center cab



151010c Diesel.

for their railroad, but I know they can use something bigger. I asked Ken to find out if they would be interested and got an enthusiastic 'yes' back from their Board of Directors. I arranged an inspection trip for them to come down and check out the locomotive. The locomotive appears to be complete and appears to be as serviceable as when it was stored. An agreement was made for CTRC to donate the locomotive directly to ED&WR, and to move the locomotive directly to Shingle Springs. This way the locomotive never has to transfer into PLA hands. Hopefully this turns into a great partnership between PLA and ED&WR and CTRC.

So as you can see, 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



US-Army-7348.

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

Mid-summer in Niles Canyon means everything moving forward at full steam. From track building, tree trimming, ditch cleaning and car restoration, to train operations, we are in full swing. We have been busy planning for the donation from Santa Clara and clearing out areas to off load the trucks. Car improvements are going on in several places around Brightside and equipment has been shifted to Niles to improve things for TOL and begin the process of development. We are working on the county to get them excited about our plans for Niles and the public is very happy with our double duty service with trains in the canyon and the M 200 touring to the East.

The new service to the East prompted a need for brush cutting the Valley subdivision. Until now, we have mostly cut the vegetation back for MOW equipment supporting the Eastward build, but running a public train out there means we need to improve sight-lines at crossings as well as making sure no paint gets scratched. Wednesday MOW crews pitched in a couple days to clear the right of way. Our always in demand tree cutting crew has done a great job of making the crossings safer and at the same time made the M 200 (our rolling billboard) very easy to see for passing motorists. We are really turning heads out that way.

A small crew (Mark Whitman, Doug Vanderlee and yours truly) spent a day at the Bonita station clearing brush and grading the area for cranes and trucks that will deliver the turntable bridge and SP 2479 "Pacific" locomotive from Santa Clara later this month. This is expected to be a week of fun and excitement. Look for tales of that project next month.

After a long wait for materials, we finally had H&H engineering repair the flange fillers at both Hearst crossing and at Verona where we have had



Photo by Stephen Barkkarie

New flange filler installed at Verona.

several issues with the fillers popping up out of the flangeways. The county had received complaints about the crossing at Verona and we held several meetings with the PUC and our landlords. (The major issue is the gaps between the concrete panels and the roadway, which is the county responsibility.) We did fill the edges of the panels with AC patch until the road is repaired. As per our agreement with the county, we did the repairs to the crossing, so our responsibility is covered.

The "Park" open car has been stripped of all the interior appointments and cleaned in preparations for some repairs, upgrades and fresh paint. MOW pulled all the benches out and they will be refinished by the end of the month. The benches are getting a

sanding, staining and are being coated with a urethane clear coat that was developed for aircraft. It should be almost bullet proof and should give us a decade or more of service. We need to do some minor repair to the ceiling and side walls before the car is painted. We will be installing some extended drip edges on this car also to try to keep as much water as possible off our passengers. There are also some modifications to be done to the end passages to ensure they match up with the diaphragms on the coaches and we are going to install a second ADA gate on the North side of the car. Unlike the "Brightside" car we will be painting this car in-house as our painting contractor has been grounded by his doctor from any more ladder work. We can handle it if we break the job up in phases. I

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Donated jobsite office container.

Photo by Stephen Barkkarie



Photo by Stephen Barkkarie

Bonita Station ready for CTRC donations to arrive.

have had several volunteers approach me and offer to help. This will go a long way to seeing this job done in time for

Train of Lights consist.

Another long-needed project has taken a giant leap forward with the construction of forty new windows for installation in the WP 315. We contracted with a Castro Valley window maker to construct, from mahogany, a complete set of water and rot-resistant window frames with new safety glass installed. We have been dealing with failing frames for years and have had to remove the latches to prevent the windows from opening because of the danger of them coming apart. Our wood smith volunteer Tom Crawford has made individual replacements over the years to get us by, but that is like the little Dutch boy with his finger in the dike, it won't solve the problem. Tom's efforts are greatly appreciated but his talents are needed on other projects. Once installed this is going to bring that car back to fully functional condition. (If only it had a restroom, now there's an idea.) The new windows have been

delivered fully sealed on all surfaces ready for paint and installation. They are absolutely gorgeous. Now we just need to find the latches and get busy putting them in.

Down at the Niles station work has been done to improve parking by removing the remains of the cactus patch near the big avocado trees. Mark Whitman and Doug Vanderlee dug up the cactus compacted the dirt and covered it with asphalt grindings. With that we now have six more parking spots close to the platform and with the clean-up of the massive tie pile at the East end, we should have ample parking for the future. I moved the ballast screen into the wye also to put it into service separating asphalt grinding for use around the NCRY. With our new dump truck, we will be surfacing dirt roads in the East, around the shoofly, in Brightside and Sunol parking lots. We may even have enough to give to others for a small donation. We have a bunch to move before we can prepare the inside of the wye for the roundhouse and turntable. We have been donated a jobsite office container that will be placed in Niles to serve as our project office. Meetings will take place with our state supervisor and the county as well as our department heads to develop plans for the future of Niles Museum and interpretive center.

There are a dozen more tales to tell but space is limited so you just get the highlights. It seems like you cannot throw a rock in Brightside without hitting a piece of history with an interesting origin. (By the way, rock-throwing is frowned on anywhere at the NCRY, it just a figure of speech.) If you ever feel like you want to know more about what goes on, come out for a visit and make a story of your own. We would love to hear it.

Stephen Barkkarie

Stacktalk

Alan Siegwarth

Continued from Page 1

completely through the crossmember – pretty impressive as this is a 4"x6" piece of steel! The Southern Pacific welded the crossmember back together after it broke and as we noticed in Colorado when we inspected the locomotive, the weld had broken again in service. The new crossmember will be installed with new taper bolts which helps hold the frame rigid. Meanwhile, cleaning, inspections and painting the spring rigging continues. Justin Legg has been working on pins and bushings for several of the brake hangers. While these repairs are not readily evident to the untrained eye, they are huge steps forward in the rebuild process.

Slow but continual progress is being made on the SP #1744. 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 Chris Hauf

#4 crosses Kilcare Rd. in Sunol during its run-around to prepare for the westbound revenue run to Niles/Fremont and back.



Photo by Chris Hauf

For our first revenue operation of the Clover Valley Lumber Company #4 for 2022 and with heavy hearts, the #4 carried black flags in honor of our good friend and Trains Magazine Editor, Jim Wrinn, who passed away earlier this year after a valiant battle with cancer. Jim was a consummate southern gentleman who positively influenced all who met him with his kindness, good humor and encouragement. We are all blessed to have had Jim in our lives and carry on in his memory "doing the good work" of railroad preservation.

Jim had a big hand in the restoration of the #4 by encouraging Alan Siegwarth to submit an application for the 2009 TRAINS Magazine Preservation Award. PLA received the TRAINS Award which helped fund a matching grant to complete the boiler work and return #4 to service in 2012. Over 75% of the cost to return Clover Valley #4 to service on the NCRy was funded by donations, grants and matching funds – PLA is honored and indebted to Jim and TRAINS Magazine's support of the restoration.

The day's engine crew from left to right of Charlie Franz, Alan Siegwarth and Henry Chandler had the honor of operating the engine as friends of Jim. Alan and Henry are some of Jim's many long-time friends within the PLA with decades of friendship among them. Henry holds the longest friendship as he met Jim on the Graham County Railroad nearly 50 years ago. "Hank," as Jim called Henry, was a steam fireman at the railroad and first met Jim as a teenager during his frequent visits to watch the Shay powered railroad in his beloved North Carolina.

Jim... You are missed our friend...

Alan Siegwarth

PRESERVATION

BY JIM WRINN

Time to steam again

Meet TRAINS' annual preservation award winner: a 2-6-6-2T!



A veteran California logging Mallet will steam again in 2011 after a restoration funded in part by the 2009 TRAINS Magazine Preservation Award.

TRAINS awarded the \$10,000 grant to the Pacific Locomotive Association for its rebuild of 1924 Clover Valley Lumber Co. 2-6-6-2T No. 4. After inactivity dating to 1985, the big Mallet will pull excursion trains on the association's Niles Canyon Railway in the San Francisco Bay Area.

TRAINS selected the project from more than 75 applications from across North America; projects ranged from caboose restorations to archives preservation and structures conservation. This is the 11th

year the grant has been made, bringing the total awarded to railway preservation projects to \$110,000.

No. 4 was one of 36 logging Mallets Baldwin built, and No. 4 was one of the first split tank versions that would become the most popular model. The engine is the only remaining tank Mallet built for service in California. A 1928 Baldwin Mallet, former Weyerhaeuser No. 110, operates at South Dakota's Black Hills Central.

No. 4 operated out of Loyalton, Calif., near Portola. Feather River Lumber Co., which purchased the logging company in the late 1950s, kept the railroad in operation until late 1957, closed the line, and sent

Clover Valley Lumber Co. 2-6-6-2T No. 4 simmers at Camp 13 on May 13, 1950, in the last decade of the Mallet's logging career. Guy L. Dunscomb

No. 4 to a lumber mill in Reno, Nev., for stationary boiler service.

The Pacific Locomotive Association acquired the engine in 1973, and after repairs, it went into service at the association's preservation railroad at Castro Point in 1978. Following the completion of boiler work, No. 4 will join Niles Canyon's pair of Alco 2-6-2Ts, Quincy Railroad No. 2, and Robert Dollar No. 3, in steam.

TRAINS expects to make its 12th Preservation Award this fall.



Speedy Skunk! A panned photo of the M200 running along Hearst Siding as it headed east.

Photo by Chris Hauf

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

KEEPING BRIGHTSIDE ABOVE WATER

This month, we are looking back when PLA contracted to have the big holes of Brightside filled in so a yard could be built. This was a major task in itself and only a corporation like FIRMA with all the equipment just next door could do the job that we could afford.

Even with the big equipment, the job turned out to be a bigger job and took longer than planned. All because of the compaction of the dirt and the weather. The dirt compacted good, too good. The weather remained good for most of the fill, but in the final days, it rained and we developed a new lake at Brightside. The run off from the new fill found the lowest point in the yard. The rain stopped and the area dried out enough to complete construction.

After doing final levels of the yard area. FIRMA advised us that there could be a drainage problem that we needed to address during heavy rains. I think we were well aware of that looking at the newly formed lake. We got rid of the lake by letting it drain out downhill along the right of way and it was decided that planning for Brightside drainage for the yard could not wait. With that under consideration, this is where this month's tale begins. The drainage plan was drawn up on the way it was to be built. Mike Strider could be seen out in the new flat yard area using a transit to set elevations for the laterals for the yard drainage. This took a little time since it was such a large area. The east end of the yard was the hardest to get readied to lay track since it ended up being the roughest in finish. Our backhoe did the work getting the area readied and Mike Strider got the levels worked out for the area for the drainage and track alignment. Doug Vanderlee found a good price for corrugated pipe



FIRMA Corp. filling the big hole for where the Brightside Yard will be.



Brightside Yard ready for installing drainage.

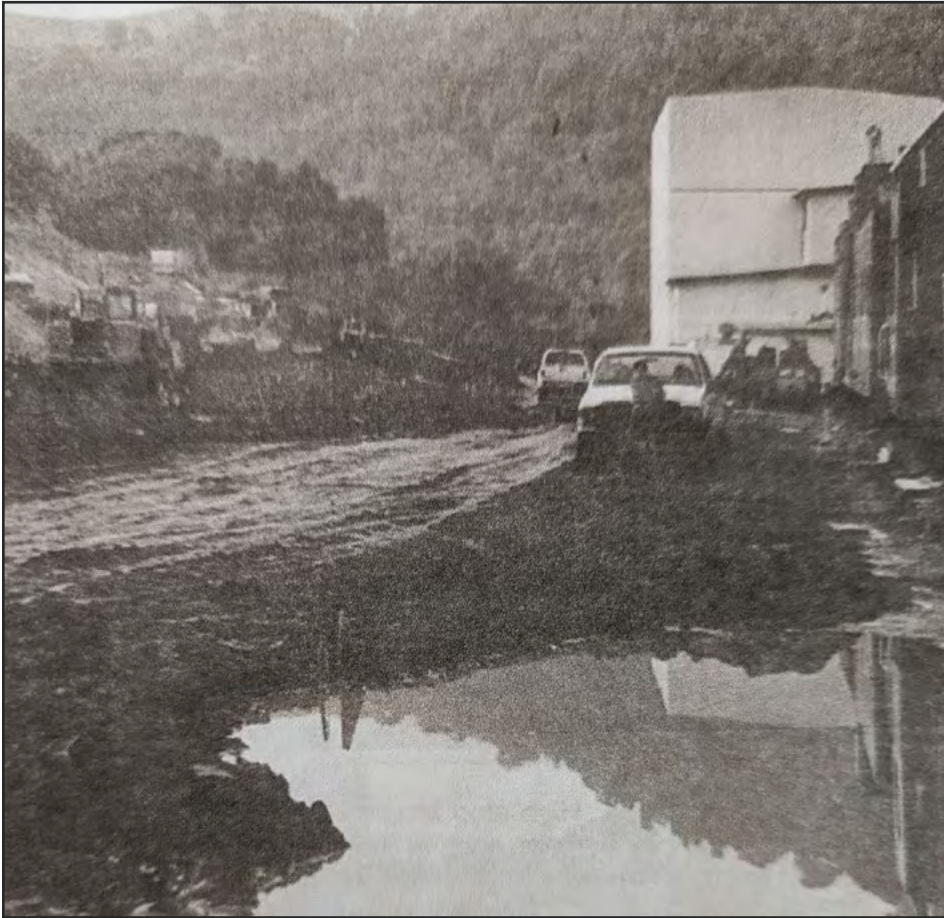
in Stockton. The organization bought enough pipe to do the Brightside yard. Corrugated pipe was bought and was being stacked at the East end of the Yard which would be used for the main drain. There was a lot of corrugated pipe being stacked up and smaller

connecting pipes were being stacked also. You now can get a feel how big a project this really is. The ground was staked out for digging the laterals. The drainage project at Brightside was started. The task was to dig a trench and place a 20" diameter pipe with a

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



New graded area, lots of rain, and viola, a lake. This was the start in planning drainage for Brightside.



Photo by Patrice Warren
At Brightside Mike Strider uses a transit to set elevations for Lateral at east end of Yard.



Photo by Patrice Warren
Ed Alley on backhoe digging out the lateral drain trench. Stephen Barkkarie removing dirt to Mt. Flippo.

¼" wall steel pipe in the trench to be connected to a drop inlet which will have a trench and another pipe that runs over to the main drain drop inlet with another pipe. The corrugated pipe was for the main drains. The main drain runs down the road at Brightside and dumps into the holding pond to the west by Blake's Palace. This process of feeding the main drain was used throughout Brightside. The pipes in the trenches were leveled and protected from damage. Each area had its angle of flow. When the pipes were fitted in the ground to satisfaction, the pipes were connected to a drop inlet and were cemented to seal them from leaking. The team claims that the water will run through the pipes better now to get to the pond because of the cement applied to seal the inlets. When all the inlets throughout the yard were finished and checked, the main drain was finished off by back filling the trench and compacting it with hand held compactor unit. Depending on how the day went. To finish a job, it wasn't uncommon seeing the crew finishing the tamping down of the trench by the lights of the vehicles that were with them. "I think that our drainage team was trained by Public Works." With all the time and effort that was put into the Brightside drainage project and especially the east end, we can only hope that it will continue to drain as planned. The four main inlets were steel grates and cement entrances to the drains that are placed along the yard road leading to the holding pond by Blake's Palace.

That pond, although it holds our water runoff, it also has in the past become a breeding ground for mosquitoes. One of our members got some fish for the pond that eat mosquitoes. That all went well until the birds found out that we had fish in the pond. Then we had a heavy rain and the pond filled up and overflowed.

Continued on next page

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

We had fish in pools that were on the other side of the road. They didn't last long over there. We decided it might be best that we forget the mosquito fish idea. The "Ditchaleros" for the project were Ed Alley, Mike Strider, Hugh Tebault, Henry Baum, Steve Barkkarie, Doug Vanderlee, Carlo Borlandelli, Chris Campi and more. Yes, the real gofers of Brightside. Along with our major drainage set up at Brightside, we also used a small PV pipe called a French drain which is a pipe with small

holes in it to gather water. This pipe is placed between our tracks between our mainline and passing siding and shop tracks. This pipe channels the water downhill and it runs along the main roadbed of our track heading west. It is not the best method, but it is not too expensive and it prevents water from pooling. Well, Brightside hasn't sunk yet, we must have done something right. With that said, this concludes another Tale.

Dexter D. Day



Photo by Patrice Warren

Chris Campi dances with the one-legged dervish when he uses the Wacker to compact the soil that was just replaced in the ditch.



Photo by Patrice Warren

Ed Alley and Mike Strider are getting the dirt out from underneath the pipes. They will then seal all the inlet pipes with cement at joints.



Photo by Patrice Warren

Carlo Borlandelli in the pipe with Mike Strider putting finishing touches on a pipe. Ed Alley cementing, takes a break and a look.



Photo by Patrice Warren

Henry Baum and Chris Campi team up to backfill the trench where the drainage pipe was buried.



Photo by Dexter Day

The drain as it sits when it was finished. There are four main drain inlets along the driveway connected together.



Photo by Dexter Day

The holding pond for Brightside. Notice angle set for pipe for run off of water from drainage system.

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

Another bit of sad news, we have lost another one of our long time members, Dick Bowman.

New Members: James Brassill; Peggy Cassity; Emiliano Gonzales; Jeffery Lamb; Celsey Reed.

Well, another year has passed and we have three new board members. As many of you know the Train of Lights is coming soon. Sign ups should be up on the Club Express web site soon. Donna and I are just going over each opportunity to make sure all of the information is correct. We have gone over it three times now and we still find things that need to be corrected. The plan is to have it up and running in the next few weeks. This should allow all of the members' time to check their calendars and see if they can sign up and cover some of the many spots that need to be filled.

I have spent many days working on the ticketing site also getting it ready for the October 1st launch date for ticket

sales to the public. Hopefully this year will be less confusing for the public. I discovered that if you have both the 4:30pm and 7:30pm in the same event the confirmation letter that goes out has to have information for both times. This led to confusion for our passengers. So, in order to correct this, I found out that if we have individual events for the times, then the confirmation letter only has the location and time for that event. We found that the problem was our passengers would only read down to the first time and location and not read any further. This led to many phone calls and emails trying to explain where they should go, and this was after email reminders went out to them with the correct information.

Now we changed all of our events to single time and location, and will hope this fixed the problem.

I have been getting Club Cars returned because of incorrect addresses. If you have moved or know of some reason

why your address may be incorrect or needs updating, please either go to the web site and make the corrections or contact me at membership@ncry.org with the correct information. If you have a friend that isn't getting their Club Car, please let me know. I am trying to contact those that are returned by phone and also email, but this only works if your information is correct in the roster.

If you have any questions, please feel free to contact me at membership@ncry.org or on my cell phone 510-508-0503.

Rich Alexander



Photo by Chris Hauf

The museum's new Ford dump truck is seen here hard at work spreading stone east of the fuel shed in Brightside yard during the month of July.



Photo by Chris Hauf

Southern Pacific #5623 held down the diesel duties for July as it is seen here rolling into Sunol through the Semaphores with Kent Hedberg at the throttle.

Brush Cutting

Mark Whitman

On Wednesday, June 22 we headed east to where we left off just west of Pleasanton Sunol Road Crossing and continued trimming westward. The crew consisted of Bob Pratt, Pat Stratton, Steve Meyer, Ron Thomas, Wes Van Osdol, Steve Barkkarie, and Mark Whitman.

On Saturday, June 25 we headed east to just west of Farmers Crossing and removed some willow sprouts from a spring at a culvert 500 feet west of the Farmers Crossing. We also removed small brush in the same area.

We had to clear the main line because the steam department was headed to Sunol to fill the water tanker. We relocated our operation to just east of the spot switch and did trimming along the north side of the tracks. Assisting today was Doug Vanderlee,

Ron Thomas, Steve Meyer, Steve Barkkarie, and Mark Whitman.

The second week in July, Steve Barkkarie made me aware that we needed to clear some brush at Johnson's curve so he, Doug Vanderlee and I took the cat backhoe, brush chipper, and tie handler and cleared some grease brush and small bushes from the south side of the track. Steve also did grading in preparation of the unloading for some of the material that will be coming from Santa Clara County.

All volunteers are welcome! No experience needed. Ride the MOW train. Brush cutting every 4th Sunday, and Wed. before the 4th Sunday. home#1 707-544-0596, cell 650-421-1276, home#2 650-421-1276.

Mark Whitman

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The Balance Sheet shows the PLA has just over \$1 million in Cash in the bank. We have \$15,000 Reserve set aside at our ticket seller, Fare Harbor, to cover potential cancellation of pre-sold tickets for scheduled train runs (primarily a safeguard for TOL). Our Stock Account (this is not the Endowment Fund account) is paying us \$1,100 a year in dividends on our \$38,000 investment. The Endowment Fund accounts are watched over by its own very capable Board. Market conditions have the principal in both these investments down some from a year ago, but the earnings continue at the best rate available.

Also on the Balance Sheet, the Gift Shop Inventory figure will soon be updated. It looks as if it will be about the same as last year. This is good, as it means we have increased our average annual sales by 25% without increasing the cash we have tied up in our inventory. Fixed Assets increased by two pieces of equipment during the year: a new Ford F650 diesel dump truck and a used Pettibone 15 ton hydraulic, rubber tire crane. The loan we took out to finance purchase of the Bandit Chipper - our only Long Term Liability - was paid off this week.

From the Income Statement - Revenue for June was \$1,620 from Dues; \$24,357 from Train Ops; \$3,303 from our Gift Shop; \$1,190 from Commissary; and \$300 from Scrap tie sales (a local rancher is using them for

corral posts). Included in the Train Ops is \$1,860, our first earnings for a long time from operating our M200 RailBus. I hope it will be a regular contributor to operating revenue starting this weekend, running eastbound toward Pleasanton to end-of-track to give our riders an optional new scenic adventure on the NCRy - the Valley Subdivision. The right-of-way has a different look than Niles Canyon; and it is a fun ride in a nearly 100 year old, bright yellow bus-on-rails. Good for selfies, too.

Contributions to PLA programs totaled \$2,483. It includes an anonymous donation of \$250 made following the death of Pete Willis, in his memory and in celebration of his participation in PLA programs and operations over many years.

Our largest bill this month was a \$17,800 payment for the regrading and paving of our grade crossing just south of the gate at Verona. We paid \$8,200 for steam locomotive fuel (at the bargain rate of \$2.30/gallon), to feed our locos during newly scheduled July Steam operations. We purchased new batteries for diesel loco SP1423; paid a \$10,386 deposit (50%) on new windows for coach WP315; and bought \$5,170 of ballast to continue our build east in the Valley Subdivision.

I have signed an Engagement Letter to get the financial audit process scheduled and started. And I submitted an application to renew and update our Federal Surplus Property Program

eligibility.

I also submitted an application for a grant under the American Rescue Plan Act (ARPA). The Alameda County Board of Supervisors has \$3.1 million for District 1 non-profits to "infuse much needed cash aid into the community and spur Alameda County's economic recovery". I was just told that the PLA will receive a check in early August for \$20,000 as a grant under this program. Thank you District 1 Supervisor David Haubert.

Another administrative project that is in motion now is preparation of our budget for the fiscal year just beginning, July 1, 2022 to June 30, 2023. I have already received documents from most of our departments. I have begun my reviews and will bring the proposals together for discussion and then vote by the Board at our August meeting.

I encourage all of you - especially those of you who make occasional reimbursable purchases for NCRy projects - to use Amazon Smile to make those purchases if appropriate. Amazon sends us a donation check each quarter - a small percentage of many sales really adds up. So set up Amazon to Smile on the Niles Canyon Railway, and let's see what we can do.

As always, let me know if you have questions or comments.

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

Station Agent

Donna Alexander

It's August, and that means decorating for the Train of Lights will begin soon! Exterior decorating will be on Wednesdays and interior decorating will be on Mondays. Tickets go on sale on Saturday, October 1, at 10:00am at ncry.org. And our volunteer opportunities will be online for everyone to sign up and help with this very important event.

This year's Test Train is Monday, November 14, at 6:00pm from the Niles/Fremont Station. Saturday, November 19, at 7:30pm and Sunday, November 20, at 4:30pm are the two volunteer trains. TOL public dates are November: 18, 19, 20, 26, 27, and 30. December: 2, 3, 4, 6, 7, 9, 10, 11, 13, 14, 16, 17, 18, 19, 21, 23, 26, 27, and 28. The 4:30 train departs from Niles/Fremont and gets back around 6:00pm. The 7:30 train departs from Sunol and gets back around 9:00pm. We will not be running trains on Friday, November 25 because of the confusion in Fremont that day with downtown Niles having their tree lighting and parade. Traffic was very congested in past years and our passengers had trouble getting to our Station. And it was also decided to cancel the 7:30 Sunol train the day after Thanksgiving, so our volunteers don't come out for just one departure. We get a night off and can watch the parade in Niles!

There are a few things that are different this year for volunteering. We will have a dome car captain, a parlor car captain, a cocoa captain, and a commissary captain, plus the crews for those cars. We want to have someone knowledgeable in the snack bar every night to make the hot cocoa. Last year it was a bit scary on some nights with many new volunteers who didn't know how to make the cocoa, or how to prep the snack bar or first class cars. We had wonderful members who jumped in at the last minute to sign up to make the hot cocoa, but we don't want to worry about not having someone each night.

The commissary cocoa captain is someone who knows how to make the cocoa and the commissary crew captain will make the cider and coffee, and knows what needs to be done in the snack bars. They need to work both trains and board at Brightside at 2:00pm and make sure all necessary supplies are on the train before leaving Brightside at 3:00pm. The commissary crew will board at 2:00pm at Brightside and work both trains, help the crew captain with stocking supplies and bagging cookies, and assist the passengers with their purchases. Casual attire is fine, and festive red aprons are provided.

The dome car captain and the parlor car captain need to work both trains and will board at Brightside at 2:00pm and oversee the jobs in the cars. They need to know how to make the coffee and make sure all necessary supplies are in the cars. The dome and parlor cars' crews will board at Brightside at 2:00pm if working both trains; if only working the 4:30pm train they need

to be at the Niles/Fremont Station at 3:30pm when the train pulls in, or if only working the 7:30pm train they need to be at Sunol by 6:45pm when the train comes in. If you want to work both trains for the dome and parlor car crew you need to sign up for both the 4:30pm and the 7:30pm trains. Black pants, white shirt, or nice attire is requested for captains and crews.

Also, we will have a Niles/Fremont parking lot captain each night so someone knows what signage needs to be put out each night. And we will need parking lot crew to help set everything up and assist our passengers with parking.

All of the other volunteer opportunities are the same as past years. Please check your calendar from November 18th to December 28th and plan to volunteer for several nights of fun on the Train of Lights!

If you have any questions, please contact me at station-agent@ncry.org.

Thank you,
donna alexander



Photo by Chris Hauf

Our hardworking Station Agent(s), Donna and Rich Alexander, hold down the Sunol ticket window insuring everyone picks up their tickets and gets on the train.

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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The Clover Valley Lumber Company #4 doing a run around in Niles.

Photo by Don Buchholz