



THE CLUB CAR



Bulletin 709

Pacific Locomotive Association, Inc.

September 2022

Building our track East to Pleasanton



Photo by Adam Weidenbach

Pat Stratton operating tamper as crew uses track jacks to raise track.

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Want to be part of this historic working crew? The first Saturday of every month we meet at Brightside at 8:00 am.

We gather our equipment and tools and head down the track toward Pleasanton to continue construction of new track.

It is a different kind of experience, one that most people never get to have. You can have this experience, just meet us at Brightside and enjoy a day of track building.

With your help we will continue on to Pleasanton and you will be able to say, "I built part of that!"

We can always use more help. Please come out and join us. As you can see by the photo above and on the back page, it is an enjoyable working crew and a great learning experience.

Contact Mike Strider with any questions and more information.

Mike Strider

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

SEPTEMBER 9

5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

OCTOBER

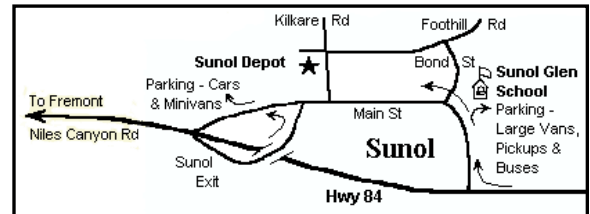
In Whitehouse @ Brightside
In-person & Teleconference

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

BOARDING LOCATIONS

SUNOL DEPOT

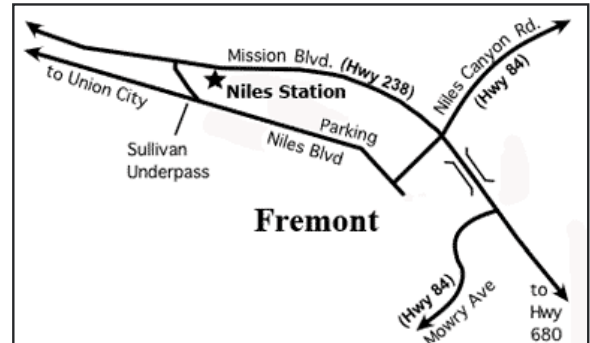
6 Kilcare Road
Sunol, CA 94586



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 .

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

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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

September Activities

September 3	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
September 9	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
September 10	2nd Saturday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
September 10	2nd Saturday	EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol
September 11	2nd Sunday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
September 11	2nd Sunday	EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol
September 14	2nd Wednesday	SPH&TS Charter, 10:00 am to 3:00 pm - Jim Evans
September 17	3rd Saturday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
September 17	3rd Saturday	EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol
September 18	3rd Sunday	WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol
September 18	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 over 2,800 volunteer hours for the month of July. 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
Matt Petach
Rich Alexander
Pat Stratton
Steve Barkkarie
Justin Legg
Warren Haack
Bob Pratt
Chris Hauf
Dennis Mann
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Jim Evans
Joe Scardino
Kent Hedberg
Mark Miller
Mary Asturias

Archives & Library

Brian Hitchcock

Car Department

Bob Moore
Bob Pratt
Brooke Murphy
Bruce Burke
Chris Campi
Dee Murphy
Denis Murchison
Dennis Mann

Car Department

Doug Debs
Joan Weber
Marshall Williams
Matt Petach
Norm Fraga
Phil Stone
Ray Freeman
Rich Alexander
Sierra Murphy
Steve Van Meter
Tom Crawford

Commissary

Bob Pratt
Bonnie Harrington
Bruce Burke
Dee Murphy
Doug Debs
Gerry Feeney
Jack Harrington
Jacques Verdier
Matt Petach
Rob Giles
Sally Mills

Depot Crew & Operations

Bob Bailey
Donna Alexander
Kent Hedberg
Rich Alexander

Docents

Dexter Day
Jim Evans

Electrical & Signals

Curt Hoppins
Bruce Burke
Jacques Verdier
Jim Stewart

Facilities

Bob Bailey
Bob Bradley
Bob Pratt
Brad Jones
Dee Murphy
Doug Debs
Gerald Dewitt
Jacques Verdier
John Zielinski
Matt Petach
Rich Alexander
Steve Coon

Gift Shop

Charlene Murrell
Norm Fraga
Patrice McDonald

Mechanical

Alan Siegwarth
Bill Stimmerman
Charles Franz
Chris Hauf
Chuck Kent
Dee Murphy
Emilio Gonzales
Gerald Dewitt

Mechanical

Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
Justin Legg
Karl Swartz
Rich Gove

Meetings

Bob Pratt
Charlene Murrell
Chris Hauf
Curt Hoppins
Dave Burla
Dee Murphy
Don Gholson
Donna Alexander
Doug Vanderlee
Ed Best
George Childs
Henry Baum
Jim Baber
Jim Evans
Jim Stewart
Justin Legg
Karen Kadaja
Kent Hedberg
Leslie Smith
Linda Stanley
Lou Bradas
Mark Whitman
Marshall Williams
Matt Petach

Meetings

Mike Strider
Patrice McDonald
Pat Stratton
Paul Veltman
Rich Alexander
Rob Giles
Roger McCluney
Steve Barkkarie
Steve Coon
Steve Jones
Steve Slabach
Thomas Libbey
Tim Flippo
Tom Eikerenkotter
Warren Haack
Zona Fowler

MOW & Track

Bob Bailey
Bob Gilbert
Bob Pratt
Brad Jones
Chris Campi
John Zielinski
Jorg Linke
Ken Southwick
Matt Petach
Mike Strider
Pat Stratton
Steve Meyer
Wesley Van Osdol

Other

Alan Siegwarth

Other

Barry Lependorf
Chris Hauf
Curt Hoppins
Dexter Day
Ed Best
Gordon Osmundson
Jacques Verdier
Matt Petach
Mike Strider
Patrice Warren
Tom Eikerenkotter
Warren Haack
Zonker Harris

Switching Crew

Gerry Feeney
Kent Hedberg
Rich Gove

Train Crew

Alan Siegwarth
Bent Christensen
Bob Pratt
Brad Jones
Charles Franz
Chris Chisom
Donald Kirker
Ed Best
Gerald Dewitt
Henry Chandler
Jackie Vlasak
Jeff Schwab
Jim Stewart
John Link

Train Crew

John Zielinski
Jon Williamson
Jorg Linke
Justin Legg
Kent Hedberg
Liam O'Leary
Mark Miller
Michael Stockwell
Nick Alexander
Nick Zamora
Peter Savoy
Ray Crist
Rich Alexander
Ron Quilici
Ron Thomas
Sanjay Bhandari
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

Woo-Hoo! It's Train Of Lights season. That means we need all hands on deck to get things ready and to execute the nightly runs. It takes a lot of volunteers to make all this happen. While several of the cars are still decorated from last year many more will need to be decorated, both inside and out. We have three cars being worked on to get them ready to roll again. The WP315 is getting several bad windows replaced (We had all new windows made for the car but will only have time to change the damaged ones before TOL.) The cardboard window opening cover for one window fell out, and a family of birds moved into the car to live in the garland. By the time this got rectified, the car decorations were covered in white deposits that were not snow. It needed to be cleaned and will need to be redecorated.

The All Day Lunch car has also received new windows thanks to the Wednesday Warrior crew, led by Tom Crawford. They should be finished by the time you read this and will be hard at work decorating the car exteriors. The Park open car is being 'repainted', which means doing a whole lot more than painting. The park benches have all been refinished. Chris Hauf and Chris Campi are leading the charge on getting the metal components on the car ready for repainting and repairing damage to the ceiling. New siding material has been purchased for the car and will be installed (faster to replace it than to repair, mask and paint the old siding). Hopefully the car will be ready to go back into service by the end of the month.

Car decorating takes place primarily on Wednesdays and Saturdays, so if you have ever done any holiday decorating on your own house, you have all the skills necessary to help us with this task. While it is not the same decorating metal cars, our team has developed the tricks and techniques to make this work and decorate cars quickly.

We also need operating personnel. Train crews. Commissary help. Now is the perfect time to sign up to work these jobs on our regular weekend trains, to get familiar with the jobs prior to Train Of Lights. While the tasks may be different for TOL, the real experience comes from working as part of a team, helping each other to learn the tricks, and to identify areas in need of improvement.

We are an organization that runs on Volunteers. Everything we have accomplished over the years has been done by volunteers. And we have accomplished a lot and have been recognized for our accomplishments. The comment from the public I hear most often is about folks being amazed by what has been accomplished by volunteers.

We currently have a team of volunteers looking to the future and revamping our organization's Master Plan. This document is useful to us to ensure everyone is on the same page on what we are trying to do going forward but it is also invaluable when we go after donations and grants, as it shows that we do have a firm grasp on the need for the organization to constantly improve on the benefits we provide to the community. We will be able to answer the pertinent questions: WHO? Pacific Locomotive Association, Incorporated. WHAT? Outlined in the Master Plan. WHERE? The Niles Canyon Railway. WHEN? As soon as we can, within the Organization's limits. This question is hard to really timeline, as there are a lot of variables that impact what can be done when.

And that leaves answering HOW? We have the proof that a lot can be done with volunteers, but we also know that we need to contract out more and more tasks, because we do not have the right volunteers available to handle every task. We have grown to the point of needing to develop what is known as a Strategic Plan. This will define what we can do now, what we can

probably do in the future and what we cannot do under the current system. It will outline the changes that need to be made in the organization to resolve the 'cannot do's'. As much as we hope to be able to always do everything using volunteers, that is not realistically sustainable. The strategic plan will allow us to evaluate changes to our organization and to evaluate various scenarios. We will look at the difficult changes as well as the easy ones. It also allows us to realistically evaluate what the organization will need to be to make use of all the products of the Master Plan. WARNING: Naughty words ahead!! Will we need to move towards having 'paid staff'? Under what circumstances would that happen? A Strategic Plan will allow us to evaluate these scenarios and ensure all the issues and consequences that might arise can be adequately planned for. Doesn't guarantee success but does guarantee that mistakes won't be as hard to deal with.

For an organization such as ours, this is the natural evolution. Luckily, for the first time in decades, we now have two members on the Board of Directors who are under 50 years of age. This means (hopefully) that they will be around for a long time and will provide the continuity in the organization to ensure continuing progress.

Thinking about the future of the organization, please send me an email with your thought about the future of the organization. We will probably also be doing a few surveys to get members thoughts on various issues needing direction. We just need the dedicated volunteers to drive this project forward. 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

Brush Cutting

Mark Whitman

On Wednesday, July 20 we went up to the Sunol parking lot to take care of a couple of items that I have wanted to do for quite a while. We trimmed up the Almond trees and removed the suckers from the Hawthorne tree that is across the parking lot from the depot. Removed the large Oak tree that was dead at the west end of the paved parking lot. We also trimmed and removed the overgrown Elderberry tree, and trimmed the Buckeye trees along the road adjacent to the gravel parking lot west of the outhouse corral. This is to allow for a slight widening of that area to make it easier for cars to swing into parking places. The crew consisted of Bob Pratt, Pat Stratton, Brad Jones, Matt Petach, Ken Southwick, and Mark Whitman.

On Saturday, July 23 we only had a short crew, so we decided to just do some light trimming between Brightside

and Sunol. We trimmed the stumps that were starting to sprout and further east toward Sunol we removed a few small trees and trimmed up some limbs as well. The crew consisted of Brad Jones, Matt Petach, and Mark Whitman.

Mark is on vacation from September 14 through the 28th and will not be available to head up the tree crew on September 21st and September 24th. I hope that someone will be available to head up the crew in my absence.

Another project that I and Doug Vanderlee have been working on is to cut up and load scrap metal from items that we no longer need. We also have cut up dead pallets, old packing crates, rotten lumber, an old fiberglass outhouse, an old fiberglass tank and loaded those into our dumpsters.

In going through some of the stuff that was up in the back forty we came across the bottom portion of three



Mark Whitman drops a dead oak tree threatening the exit gate at Sunol as Matt Petach and Bob Pratt provide road warning duty, and Pat Stratton and Ken Southwick watch from a safe distance.

plastic outhouse bottoms without the holding tanks. I would very much like to know what the intended purpose is for these; please let me know.

Mark Whitman

Volunteers needed for commissary on the Train of Lights

It's not too early to think about the holidays! Niles Canyon RR will once again be operating our Famous Train of Lights starting in November. The Commissary department is recruiting people to work the TOL. This is a fun job where you get to interact with the passengers! Here is who we need:

1. In the first class cars: three volunteers in the Dome Car and in the Parlor Car. One person in each car is the Captain, who needs to have some experience with the Commissary job there.

2. In the commissary car: at the counter to serve hot and cold drinks, plus cookies and snacks to the passengers. One person is the captain who has worked this counter before (on any train: TOL or summer trains) plus two helpers.

3. In the All-Day-Lunch (ADL) car: a "Cocoa Captain" who is experienced in making the hot cocoa and a helper

to make hot chocolate, heat up the hot cider, and serve those drinks and cookies to the passengers.

The best part: there will be a training session for all volunteers who are new to this job, plus all those needing an update to the current practice. Training will be at Brightside yard on Saturday November 12, starting at 10 am. This training includes a walkthrough of all the commissary locations on the train, description of each job at each location (from experts who have done it successfully and, for some of us, from people who have learned the hard way). Plus we will look at the location of all commissary supplies in the yard, and we will learn how to provision the train (by doing it!).

The TOL will run 26 evenings, starting with the test train on Nov 14 and ending with the last revenue runs the evening of Dec 28. For almost all eve-

nings, there will be two trains. Dinner is served on the train between revenue runs for all volunteers and train crew who are volunteering for both trains. Please note that sign ups on the web may be for one train at a time. If you intend to volunteer for the entire evening, some opportunities require you to sign up for both trains (check the position description). Volunteers working both trains need to be at the train at Brightside by 2:00 pm and are done by 9:45 pm. Volunteer sign ups are on the NCRY website. Please visit the website and sign up for as many evenings as you can spare!

Requirements for volunteers: you must be mobile enough to board and move around on the train, and you will be on your feet for 1 to 2 hours at a time.

David Hipple

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

Here we are again getting ready to wrap up the summer restoration and operating season. We still have several operating days left over the next couple months, but once again, the Niles Canyon Railway puts down the paint brush and pulls out the garland. We are making our lists and checking them twice to be sure everything will be nice for the coming holiday season. Perhaps it might be a little early for hot chocolate and jingle bells and there is still a ton of work to get done, but the big event is never far off the radar.

We have had a great summer coming out of restrictions, our trains are selling well, and lots of folks are enjoying the new M200 rides to the East. The gift shop is putting up fantastic numbers and restorations on several cars have taken giant leaps forward. The usual trouble is we need more volunteers to come out and help us get things done. I guess it seems worse this year because we are progressing on so many fronts. We have good numbers of new members, so I think I need to do a better job of motivating them to get involved in a project. Many folks may be daunted by the idea of how big the jobs appear, but the key is they get done a little at a time. Then, little by little before you know it a lot has been accomplished. It doesn't matter what skills you have, there is a chore for every level and every job is a chance to learn something new.

Meanwhile out on the mainline, after we replaced the flange fillers at Verona and Hearst crossings, the county repaved the entirety of Sunol-Pleasanton Road, completing the prescribed safety upgrades to protect passing cyclists. One unexpected result of the paving popped up during the first Saturday Eastward build. We discovered our MOW train could not trip the crossing gates because of a build-up of tar and gravel deposited



Photo by Stephen Barkkarie

Additional handrail posts welded in place.

on the rails by the passing traffic from the fresh paving. We had to manually operate the gates to return to the yard, after spending the day raising the remainder of the final tangent before the track spirals up to Happy Valley bridge. (That completes the biggest lift section and the rest of the track to the bridge only needs a minor lift.) Because operations the following weekend would have the CW M-200 motorcar carrying passengers across the road, Wednesday MOW forces took the railbus out with scrapers and solvent to remove the tar preventing rail equipment from shunting the rails and activating the crossing gates. After the cleaning, a thorough testing proved the crossing once again functioned perfectly. (We also took the opportunity to give some trainees a little throttle time. Just one of the perks of volunteering.)

Now just because we call our selves

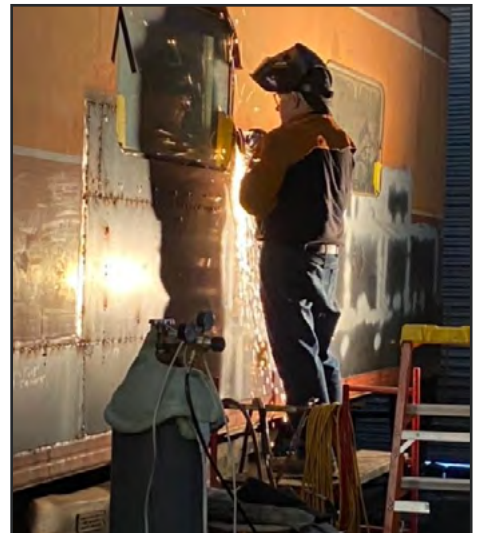


Photo by Stephen Barkkarie

Howard Wise grinding on the Ranch car.

Wednesday Maintenance-of-Way doesn't mean we just go out and fix problems on the track. We also come to the call for help with car repair, facilities upkeep and equipment improvements.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by

L-R Doug V., Pat Stratton, Ron Thomas and Stephen B. pose on the heavy hauler.



Photo by

Bob Pratt clears out a Yellow Jacket nest.

Often special chores are brought up at morning safety meeting and volunteers can choose to take on a task that needs doing but is outside the scope of track repair. Case in point, the whole gang attacked the job of removing the old wood siding from the "Park" to help others prep and paint the steel structure car. Many hands made light

work, and the car was skeletonized in one day. Other members work on the side to refinish of the benches removed from the car. (Removed by MOW one morning before going out on the mainline.) Some members do window work or welding when needed and last week Wes Van Osdal rewired and hung four new sexy little electric markers on the M-200. (Just in time for yours truly to operate as motorman for the debut for her new look.) Another MOW regular, Chris Campi (who recently repainted his SP1101 Caboose single handedly) has stepped up to prepare the car for paint and assist resident color guru Chris Hauf with the new paint job. Their experience really shows as Chris H sanded one whole side on one Saturday, and Chris C sanded the whole inside on a Wednesday.

Last operation, commissary crew reported a couple of yellow jackets had stung a crew member and two passengers in the area of Joyland Park. This will not do so MOW to the rescue. While locating the nest and removing a flange lubricator for servicing, our crew

discovered a broken joint bar. So they returned to the yard to gear up to fix the joint, reinstall the flange oiler, and eliminate the offending pests. Those tasks complete early, the crew stopped to inspect the "Spot" switch which showed braces coming loose from the railhead. The cure for this is to raise the tie, set the brace under the head and tamp the tie up tight. Once again working together all the braces were reset in short order.

Development at Niles is underway beginning with moving asphalt grindings to receive roundhouse donation from Santa Clara. To do that, MOW used the Burro crane and Heavy hauler to transport our CASE backhoe down to load grindings into the Ballast screen. The screenings are used to surface roadways around the entire property and to create the new parking stalls where the old cactus garden was removed. Mark Whitman and Doug Vanderlee began the clearing up of asphalt for the roundhouse site. The screen dumps clean grindings directly into the dump truck for hauling and the rest is separated into 1 inch "drain rock" and then everything larger comes out the front. For the first time using the screen for this, it works great and will make all the piles of asphalt useable (i.e., saleable). This is the first baby step to the eventual dream of a full fledged railroad museum in Niles.

This month begins the decorating for the TOL with weekend operations continuing through the month and as we host a charter for Sunol Event center, as well as an event for the Southern Pacific Historical society. So, as you can tell, there is never a dull day in the PLA, and if you are a member, excitement is as close as front gate at Brightside and a world of wonder lies just inside. Come check it out.

See you soon,

Stephen Barkkarie

Stacktalk

Alan Siegwarth

In between steam operations and dealing with moving our new acquisitions, the work on the SP #1744 frame continues. Charles Franz finished machining the new frame cross-member and Chuck Kent, Henry Chandler and Gerald DeWitt have spent many hours reaming the hole through the crossmember and frame with a tapered reamer. Due to the limited access inside the frame, the reaming had to be done by hand which is a slow and tiring process. New taper bolts are being worked on as well. Emilio Gonzalez has been working on weld repairs on the frame. There are many spots to fix and a huge area to pad weld back to shape where the furnace bearers have worn the frame down more the $\frac{1}{4}$ " over the past 120

years of service. Emilio is our newest steam department volunteer and he's definitely picked up a long term project in helping us with the welding! Work on repairing the furnace bearer has begun as it has been also damaged by many years of stress caused by

the frame wear. Meanwhile, cleaning, inspections and painting the spring rigging continues. Justin Legg has been working on pins and bushings for several of the brake hangers.

Alan Siegwarth



Photo by Alan Siegwarth

Henry Chandler preheating the frame in preparation for Emilio Gonzalez to do some welding.

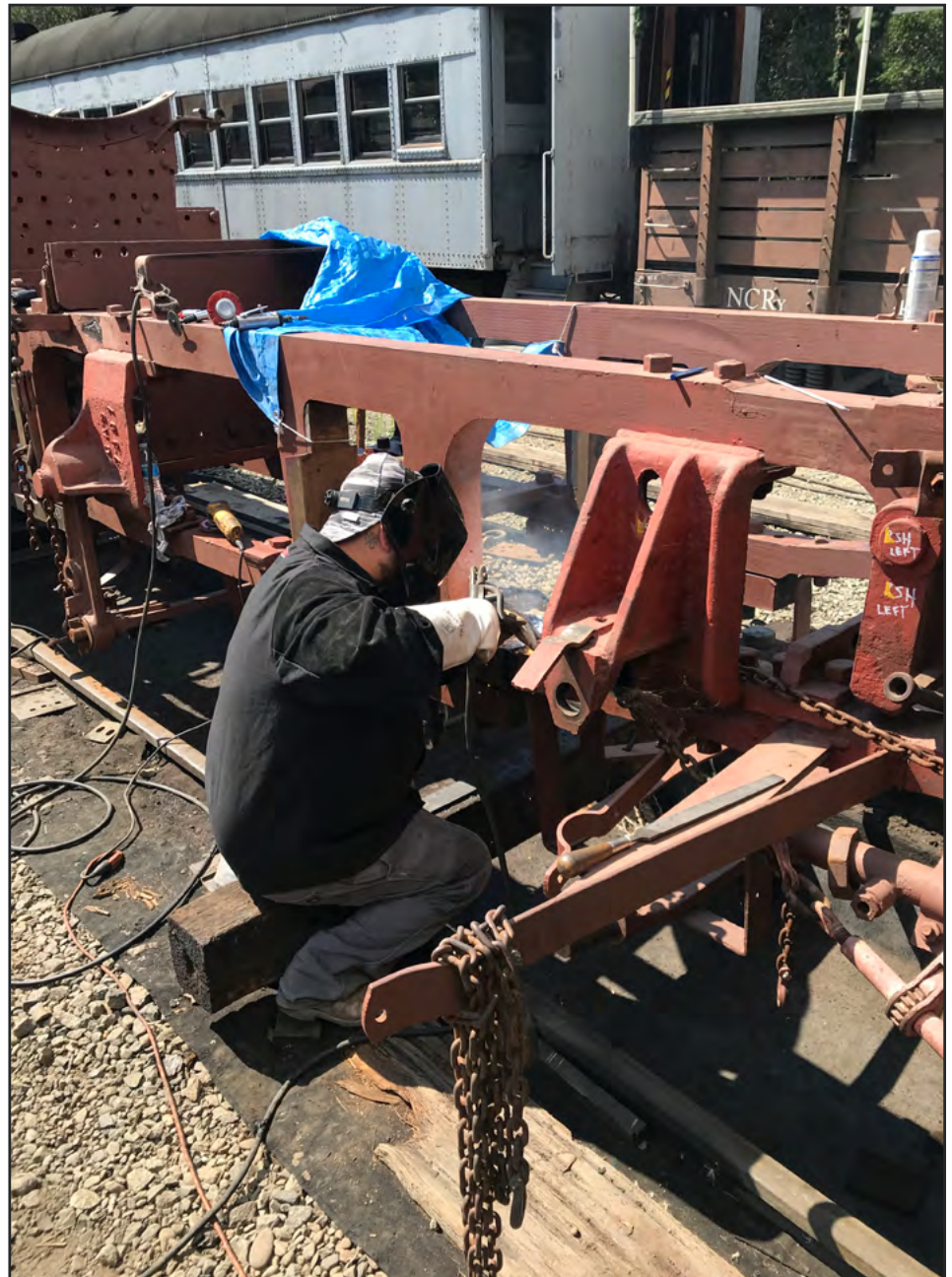


Photo by Alan Siegwarth

Emilio Gonzalez burning rod, i.e. welding, on the frame of the 1744.

Alan Siegwarth



Photo by Alan Siegwarth

New cross-member in place for a test fit. Next step, ream the holes and install the taper bolts.

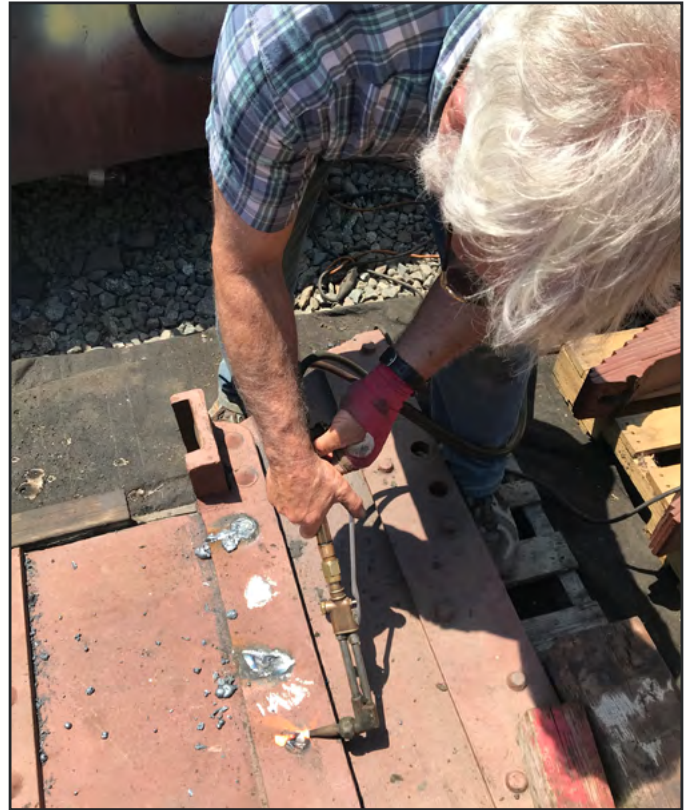


Photo by Alan Siegwarth

Henry Chandler removing rivets from the furnace bearer.



Photo by Alan Siegwarth

Welding up frame wear from the furnace bearer supports. A long ways to go to get this repaired....

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

FROM DIRT TO RAILS, "THE BUILDING OF THE BRIGHTSIDE YARD"

Last month we left off with the completion of the drainage system in the Brightside Yard Compound. That was a major accomplishment and a job that was well done from the design of the system to the execution of getting it completed. Now, enough time has passed to guarantee that all that was put in will work as designed. It is now time to get on in getting the major portion of the yard built from the engineering design that has been agreed upon.

This is where this month's tale begins. Building Brightside was not an easy task. It seems nothing we do out here on the railroad when it comes to track work is easy. Building a yard from nothing to start with is not something that most groups don't do or have the opportunity to do. The Niles Canyon Railway is lucky to have members that hold a degree and background in engineering and do it for a living. The designing of the yard was drawn up and was approved by the BOD. With a model railroad, you are able to have a bunch of track and switch cut outs for design purpose. If you don't like it, rearrange it until you do. But with a project this big, you better have it right the first time. Sometime you luck out and have rail panels left over from another job, or track that you have removed so a new design could be built in its place. Building some tangent portions of the yard, we were able to use some panel rail for No. 2 yard track which really helped out. Yard track beside the driveway at Brightside was established prior to the drainage project getting underway. For most of the yard track work, it was laid out after the drainage was completed. The switch work was able to be laid out



Photo by Patrice Warren

Laying out ties and placing rail on them at Brightside for switches for yard tracks.

prior to completion of drainage work since it did not conflict in the drainage design or construction. The switch ties

had to be placed in order of tie size to complete a switch as per design. They had to be in alignment so the next yard

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo by Patrice Warren

Stock rail along with matching rail being laid out on ties. Switches being built in place for yard track alignment.



Photo by Patrice Warren

Yard track 1 under construction. Drainage is complete in this part of yard.

switch could be laid out the same way. When all the switch ties were laid out, they form what they call the ladder for yard switch tracks. Once the ties are in place the stock rail has to be laid out for the entire length of the ladder since all the switches are what you call right hand turnouts except one which is a left-hand turnout for M of W lead. Next is to make sure that the ties are spaced properly and of course, make sure you laid out enough ties and the right ones. Once the ties are spaced properly, the switch is ready to be built in place. This is so you can make sure the switches are laid out as planned so the alignment of the yard track will be correct. With the drainage system completed, the yard tracks now can be laid out and put in. Elevation stakes have been placed, so the yard tracks can be built on the dirt and lifted to track height for the yard. For the track crew, it is certainly nice to work close to the yard where all the track materials and tools are stored. Much of the crew's time is taken in transportation to and from the yard to the construction site. On this project, if you don't have what you need, you just went and got it. Rail for the tangent yard tracks were placed on laid out ties as the track was being built. A project this big takes a lot of ballast to have it done right. And we wouldn't have it done any other way. We had piles of ballast all over the yard for this project. Mike Strider was the Chief Engineer for the elevation and overseeing the construction. Once construction was done on a yard track, it was ballasted, raised and leveled. Yard Track one was the first to be constructed next to the hill. After the completion of the first yard track, it didn't take long for it to be filled with rail equipment. Now that the drainage was out of the way, the second yard track was built in place and the process of ballasting it takes place. When the yard track was

Continued on next page



Photo by Patrice Warren

The Los Ballasteros Mark Goldenberg, Doug Vanderlee, Henry Baum, Steve Rusconi, Chris Campi and Steve Jones spike down another rail on new yard lead.



Photo by Mike Strider

Los Ballasteros Doug Vanderlee, Chris Campi, Henry Baum, Steve Jones and Steve Rusconi gauging and spiking East end of #1 yard track.



Photo by Patrice Warren

Alan Siegwarth leads the way and watches for obstacles as the panel moves through yard.



Photo by Charles Navarra

Henry Baum controls the flow from the Ballast car center dump gates to prevent burying the ties.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

done, it looked better than some of our mainline tracks do. The yard tracks got done one at a time and put into use as soon as finished. On the East end of the Yard, the steam department which also have crew on the track gang are building the leads into the engine shop. This required building a few switches and then the track up to the house. Some track was already in place but it really needed some upgrades. We are beyond in using 4 x 4 for support of track structure. It has taken time, but Brightside is beginning to look like a railroad yard. Our track crew had some outside help when building the shop tracks. The State Museum track crew asked if they could come down and get some experience for their crew in building track. "If they want to help out and get hands-on experience, then come on down. You have found the right place". The CSRM crew was a big help working with our crews in building the shop track switches and track. With all this ballast stacked up, we have plenty for the yard tracks and some mainline tracks. Today, when I stand at the road crossing in Brightside and look down the ladder track, you can look back when the yard was being built and wonder how a bunch of volunteers from all walks of life got together without any experience except hands-on experience and built this yard and railroad. Our guests that ride on the trains and tour the yard also find it hard to believe that our volunteers did all of this development on this railroad. I might be mistaken, but the NCRY volunteers are the only ones I know of that have built a complete railroad and yards from the ground up. This does not include the structures that already were in place on the mainline and other sites on the railroad. With that said, another tale comes to an end.

Dexter D. Day



Photo by Charles Navarra

Human Ballast regulators Steve Jones and Hugh Tebault shift rocks around.



Photo by Patrice Warren

Chris Campi pilots the Fairmont Tamber to harden up the ballast.



Photos by Patrice Warren

Top photo is finished product of completed yard track. Bottom photo shows it doesn't take long to fill it up.

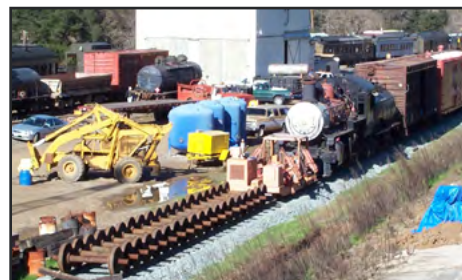


Photo by Patrice Warren

The maintenance of way crew from CSRM (State Museum) helped the Steam Dept. Installing the new shop track switch.



Photo by Dexter Day

Brightside Yard ladder as it sits today. Not much different than when built in 2001.



Photo by Patrice Warren

Connie and Charter Member (and PLA founder) Henry Luna observe the track gang Henry Baum, Steve Jones, Phil Orth, Hugh Tebault gauging and spiking #3 yard.

Membership Report

Rich Alexander - Membership Secretary

More sad news: Mike Bozzini and Roger Baird passed away.

New and returning members: James Brassell, Peggy Cassity, James Corder, Emileano J. Gonzales, Stephen Knoeck, Chelsy Reed, Kavita Choudhry, David Dietz, Chris Hebert, Greg Hebert, Kathy Hebert, Shawn Rivera, Perry Servedio, Liam Smith, Evans Timmons, Jesse Yow, Dorcas Yow.

Bruce Burke has requested voting member status. Bruce has met the requirements set forth in the By-Laws.

Well, it is August and things are moving along at the railroad. Bob Bradley, Jack Harrington and I managed to reinstall the electrical panel that was located on the overhead pole line that was by the oil storage sheds. Next is figuring out how to reconnect Blake's Palace with electrical power. The question is overhead or underground. Neither is an easy task.

The volunteer opportunities for TOL have been checked and double checked to make sure they are correct and should go live later this month.

Please check your calendars to see which dates you have available for volunteering for TOL. Remember, it takes a village to pull this event off. This is our premier fundraiser for the year and we need all the help we can get to make it happen. You will notice there are some new volunteer opportunities available that weren't there last year. The TOL Committee decided that some changes needed to be made in order to make things run smoother this year. Some of the descriptions have been updated to better reflect what the duties are. Please review the opportunities carefully before signing up. Some of the starting locations have changed in order to prep the train before it arrives at the station. Also, please check the starting times based on starting location.

Club Express still presents issues with the renewing process. If you have forgotten your password for logging in you can contact Club Express or I can reset your password for you, because I don't know your old password.

As a reminder TOL tickets will go on

sale to the public on October 1st at 10:00am. Online at ncry.org.

For the year July 2021 through June 2022 there were 147 volunteer members who logged in 30 or more hours. Those volunteers qualify for 1 TOL ticket for every 30 hours with a maximum of 6 tickets. That totals 882 tickets to those volunteers. If everyone uses their tickets, both trains will be filled to capacity. If you are not going to use your tickets, please let me know so that other members can put them to use. I will be starting the process for the Volunteer Trains soon. And yes, additional tickets may be available depending on how many volunteers request tickets. This year I am going to enter the volunteer tickets into FareHarbor manually. Hopefully this will make it easier to track those who have requested tickets. Also, this will allow me the opportunity to send out reminder notices to those of you who have email. If you have questions about the volunteer train, please contact me.

Rich Alexander

Rent our train for your Wedding, Anniversary or Birthday



Photo by Jim Evans
LEFT: Conductor Warren Haack with Wedding Party boarding our train.



Photo by Jim Evans
RIGHT: Wedding party enjoying the scenic cruise on the train.

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

Because this report is written in mid-August, it is not about the month in its title, but about the previous month. July was a busy month all around the NCRy, with steam, diesel and railbus trains running regularly, and lots of activity in the yard, shops, and along the right-of-way.

The July 31 Balance Sheet shows the PLA has just under \$980k in Cash in the bank. Our Stock Account has regained \$2k during current market conditions and is continuing to pay us a reasonable dividend. Prepaid Expenses has increased because we paid the vendor our annual insurance premiums and placed the total cost here, then we expense them monthly. And we paid off our loan on the Bandit 250XP Chipper! We now have zero long-term debt.

Revenue for July was \$1,224 from Dues; \$29,336 from Train Ops, including \$3,097 from our M200 railbus; \$4,046 from our Gift Shop; \$1,316 from Commissary; and \$1,655 of Other Income, for a total of \$44,695.

Contributions to PLA programs totaled \$7,068. This includes In-kind Contributions totaling \$278 from Linda Stanley and Steve Barkkarie. Thanks to all of you who donated cash and made in-kind contributions in support of PLA and its programs.

Our largest bill this month was nearly \$60k for insurance premiums covering the new fiscal year. We had some tense moments getting coverage – sensitivity to wildfires and major accidents at other tourist railroad operations resulted in a 50% reduction in the amount of liability

insurance available on the market. And that coverage cost us twice as much as last year. Thank you, Roger McCluney, for working that out. We also made the second and last payment of \$10,386 for new windows for the WP315; and we paid Alameda County \$3,787 for a Health Permit.

Coming up in August we should receive an unrestricted grant from Alameda County of \$20,000. The timing will be good because our annual license fee payment is due to Alameda County in August. It will be just under \$29,000. Two steps forward and one step back.

We completed minor modifications and painting of the Brightside Car in late July. Now the painting of the Park Car (NCRY#3380) has begun. It has been stripped of wood, and steel has been cut, rearranged, and welded to make modifications including addition of disabled access on the North side and widening end access to the other cars in the train. Siding has been purchased and the benches sanded, stained and painted.

The budget for FYE June 2023 has been approved by the Board. As usual our revenue for the year is likely to be good, but we have projects in the pipeline that require funds in excess of that revenue. We have set priorities to do what we can with what we have and be ready to do more if our revenues continue to be upbeat.

As I have mentioned before, we are always looking for volunteers to get involved in any of our varied and interesting projects, large and small.

There is much work to be done in carpentry, metalworking, electrical stuff, painting, mechanical, welding, roofing, track work, decorating, train operations. We also need people to lead these projects. Contact our volunteer coordinator, Ed Best, any Board member, or any volunteer to find out how to get as involved as you want to be. Many of these projects can be pursued on weekends, too.

A note on last year. Our budgeted revenue was \$1,233,296; our actual revenue was \$1,408,738, almost 15% higher. Higher is very good when looking at revenue. We budgeted expenditures of \$1,716,553; our actual expenditures were \$837,755, less than half the amount budgeted. Less is better when looking at costs; but the magnitude of the difference hints at how many projects we have available if we were able to marshal the required resources – dollars, yes but our major impediment is a lack of volunteer time and expertise.

I am also working on renewing our Federal Surplus Property Program eligibility so we can watch the list of surplus properties for sale by the Feds, and the State of California as well. It is an 8-part application. It was submitted and has been returned to us asking for hard-to-get information from IRS. I put this effort on pause while getting the budget finalized.

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

Pat Stratton

treasurer@ncry.org



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

The Shoofly

PLA members who aren't familiar with some of the recent history of our railroad east of Sunol may have heard the term "Shoofly" and have no idea what that means or where it may be on the Niles Canyon Railway (NCRY). First off, a shoofly in railroad terms is a temporary track that allows train traffic to be diverted (detoured) around an existing track so that attention can be made to that location on the existing track without having to deal with train traffic. Usually, the existing track is taken out of service due to a project or an incident. Shooflies in most cases also allow train traffic to continue under normal speed and operating conditions with no interruptions. In a related case with the NCRY which operates on the former Southern Pacific (SP) Tracy Line, there was a major project in 1985 to upgrade the Union Pacific (UP) Oakland subdivision through Pleasanton including the replacement of at-grade crossings with grade separations including Bernal Ave, Del Valle Pkwy and two locations of Valley Ave. This was in anticipation of the SP abandoning the Tracy Line and switching to permanent running rights on the UP line from Niles to Lathrop just north of Tracy. I worked for UP as a surveyor in the engineering department out of Stockton from 1983 through 1985 and I was directly involved with the "shoofly" in question. The Shoofly took advantage of the nearby and adjacent SP line to temporarily run UP and SP trains from just east of Sunol to Radum, just east of Pleasanton. In addition to designing the permanent SP/UP connections at both Niles and Lathrop, our survey crew, consisting of Tony Hiestand, Roger Hepkema, and myself, had the task to designing and staking the proposed "shoofly" to detour all railroad traffic through Pleasanton on the SP line. After a few iterations and the decision to avoid a major old growth Valley Oak, we staked a shoofly alignment with a compound curve that lined up with the tangent portion of the



Photo courtesy PLA Collection

Shoofly in operation near MP 36.6 in early 1985 with westbound UP units pulling loaded auto-racks. SP crews still had rail to remove from old track west. Note the eastern facing aspect of the SP searchlight block signal is aligned for the approach to the UP track for entering CTC territory from ABS on the SP.

SP line that runs over the Arroyo de la Laguna Bridge. On the Radum end, we simply ran reversed curves east of Valley Ave near Stanley Blvd to get back onto the UP line. The track from the Radum wye was still in place at that time. The shoofly was constructed in 1985 and UP/SP traffic operated through downtown Pleasanton by the old SP depot and across all those at-grade crossings every block. No Ace trains were running as they didn't start until 1998. The construction of the shoofly wasn't without problems. At the location east of Sunol, MP 36.6 where we call that location "The Shoofly," the then named SP pipeline (now Kinder Morgan) running within the SP right-of-way on the UP side was not buried

as deep as the charts indicated. It was exposed and recorded, and it was too shallow to accommodate the grade of the shoofly. So we had to raise the profile of the shoofly track to get a safe clearance under the new track. It was basically a "hump." You can still see the old grade of the shoofly at the site as well as on Google. Interestingly, the shoofly utilized the SP block signals as an ABS signal system, with the exception of the existing signals at each end of the shoofly were controlled by the UP dispatcher upon approach for CTC control. To this day I regret not taking lots of photos of UP trains operating on what is now the NCRY including UP-DDA40X's.

Mike Strider

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Photo by Adam Weidenbach

East build track crew posing in front and on tie inserter: bottom row L-R: Stephen Barkkarie, Pat Stratton, Chris Campi, John Zielinski. Middle row L-R: Mike Strider, Paul Bartz, Steve Knoeck, Jorg Linke, Mike Pechner, Steve Hill. Top row L-R: Dee Murphy, and Matt Petach.