



THE CLUB CAR



Bulletin 710

Pacific Locomotive Association, Inc.

October 2022

Southern Pacific 4-6-2 steam locomotive 2479 has arrived



Photo by Ken Middlebrook

The Southern Pacific locomotive 2479 arriving in Brightside.

IN THIS ISSUE

- 3 October Activities
- 4 Membership Report
- 6 Along the RoW
- 10 Tales of the Past
- 14 Treasurer's Report

After months of planning, (and many restless nights for me) Southern Pacific 4-6-2 steam locomotive 2479 and the San Jose Roundhouse turntable successfully moved to Niles Canyon Railway property the week of August 22.

Following both boards of the PLA and the California Trolley and Railroad Corporation (CTRC) agreeing to the transfer of the historic assets, I developed a proposal with associated

costs for the assets' owner, Santa Clara County. All of the items, with one exception, had arrived at the County fairgrounds via truck. The one exception, locomotive 2479 was delivered by rail in September 1958. Immediately afterwards, Southern Pacific removed the connecting tracks effectively landlocking the locomotive.

The PLA steam team and CTRC volunteers met several times to discuss

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

OCTOBER 14
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

OCTOBER 14
7:00 PM

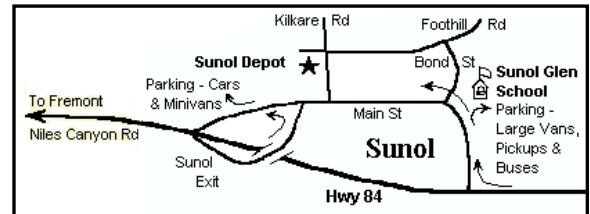
In Whitehouse @ Brightside
In-person & Teleconference

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

BOARDING LOCATIONS

SUNOL DEPOT

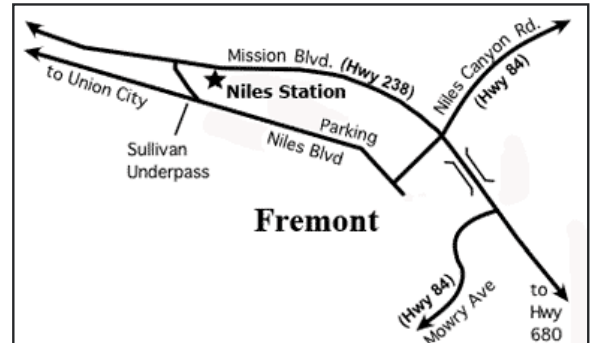
6 Kilcare Road
Sunol, CA 94586



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.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 3rd Friday of January, May & July at 7:30 p.m. and the 3rd Saturday of March, June & October at 3:30 pm at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

Items in this publication are Copyright © 2022, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source.

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

October Activities

October 1	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
October 8	2nd Saturday	Regular Train Operation, 10:30 am - Sunol
October 8	2nd Saturday	Len Leavitt 90th Birthday Charter, 1:30 pm - STEAM - Jim Evans
October 9	2nd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol - STEAM
October 14	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
October 14	2nd Friday	General Meeting, 7:00 pm - Brightside - Henry Baum
October 15	3rd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
October 16	3rd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol - STEAM
October 22	4th Saturday	Brush Cutting, 7:30 am - Brightside - Mark Whitman
October 29	5th Saturday	Scout Merit Badge Class/Train, 8:30 am - Brightside - Donna Alexander

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,900 volunteer hours for the month of August. 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
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Jim Evans
Joe Scardino
Kent Hedberg
Mary Asturias

Archives & Library

Brian Hitchcock

Car Department

Bob Moore
Bob Pratt
Brooke Murphy
Bruce Burke
Chis Hauf
Chris Campi
Dee Murphy
Dennis Mann
Doug Debs
Howard Wise
Joan Weber
John Fenlon

Car Department

Justin Legg
Lou Bradas
Marshall Williams
Matt Petach
Norm Fraga
Peter Bradas
Phil Stone
Ray Freeman
Rich Gove
Sierra Murphy
Steve Van Meter
Tom Crawford

Commissary

Bonnie Harrington
Doug Debs
Jacques Verdier
Matt Petach
Mimi Hamilton
Rob Giles
Sally Mills
Sue Thomas

Depot Crew

& Operations

Donna Alexander
Kent Hedberg
Laurel Hamilton
Leanne Hamilton
Rich Alexander

Docents

Dexter Day
Jacques Verdier
Jim Evans

Electrical & Signals

Bruce Burke
Curt Hoppins
Dan Furtado
Jacques Verdier
Rich Alexander

Facilities

Bob Bailey
Bob Bradley
Bruce Burke
Dee Murphy
Doug Debs
Gerald Dewitt
John Zielinski
Rhonda Dijeau
Steve Coon

Gift Shop

Charlene Murrell
Gail Hedberg
Patrice McDonald

Mechanical

Bill Stimmerman
Charles Franz
Dee Murphy
Gerald Dewitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Justin Legg
Karl Swartz
Linda Stanley
Rich Gove
Steve Jones

Meetings

Bob Bradley
Bob Pratt
Charlene Murrell
Chris Hauf
Curt Hoppins
Dave Burla
Dave Hipple
Dee Murphy
Derek Schipper
Don Gholson
Donald Kirker
Donna Alexander
Doug Vanderlee
Ed Best
Gail Hedberg
George Childs
Henry Baum
Jim Evans
Jim Stewart
Justin Legg
Karen Kadaja
Kent Hedberg
Laura Bajuk
Leslie Smith
Linda Stanley
Lou Bradas
Mark Miller
Mark Whitman
Marshall Williams
Matt Petach
Mike Strider
Pat Buder
Pat Stratton
Patrice McDonald
Paul Veltman

Meetings

Peter Midnight
Rich Alexander
Roger McCormick
Sally Mills
Steve Barkkarie
Steve Jones
Steve Meyer
Steve Slabach
Thomas Libbey
Tom Eikerenkottter
Warren Haack
Zona Fowler

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Brad Jones
Chris Campi
Dee Murphy
Gerry Feeney
John Zielinski
Jorg Linke
Ken Southwick
Matt Petach
Mike Pechner
Mike Strider
Pat Stratton
Paul Bartz
Rhonda Dijeau
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Knoeck
Steve Meyer

Other

Alan Siegwarth
Barry Lependorf
Chis Hauf
Chris Campi
Curt Hoppins
Dan Mills
Dexter Day
Ed Best
Gerald Dewitt
Gordon Osmundson
Henry Baum
Jim Evans
John Abatecola
John Zielinski
Linda Stanley
Matt Petach
Mike Strider
Patrice Warren
Randy Ruiz
Steve Jones
Tom Eikerenkottter
Warren Haack
Zonker Harris

Switching Crew

Ed Best
Gerry Feeney
Jeff Schwab
Jim Stewart
Kent Hedberg
Rich Gove

Train Crew

Alan Siegwarth
Bent Christensen

Train Crew

Brad Jones
Chris Chisom
Chris Hamilton
Chuck Kent
Ed Best
George Mednick
Gerald Dewitt
Jeff Schwab
Jim Stewart
John Sutkus
Jon Williamson
Jordan Hamilton
Jorg Linke
Liam O'Leary
Michael Stockwell
Nick Zamora
Pat Stratton
Peter Savoy
Ron Quilici
Ron Thomas
Sanjay Bhandari
Scott Crislip
Steve Barkkarie
Steve Coon
Ted Unruh

Train of Lights

Dennis Murchison
Joan Weber
Marshall Williams
Phil Stone
Ray Freeman
Steve Barkkarie
Steve Van Meter
Tom Crawford

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

New Members:

John Blaine; Constantine Chan; Jackie Chan; Xiumei (Joyce) Chan; Kavita Choudhry; David Dietz; Thomas Hagen; Chris Hebert; Greg Hebert; Kathy Hebert; Deanne Knowles; Malcolm McNeil; Sandra McNeil; Ken Middlebrook; Larry Murchison; Arthur Randall; Shane Rivera; Perry Servedio; Evan Timmons; Karen Wade; Miles N. Wade; Miles Wade; Dorcas Yow; Jesse Yow.

If you see any of these new members, please give them a big welcome and show them around.

The ticket request forms for the 2022

TOL Volunteer Train have been sent out to those volunteers who had 30 or more volunteer hours with a maximum of six tickets. They are already being returned. As of this writing we have 83 requests for Saturday's train and 103 requests for Sunday's train. I am using FareHarbor to track the ticket requests that way I can print a manifest and also send out emails to those members with updates. When I first set it up, I copied and pasted from the regular TOL trains so there were some errors. I believe that I have corrected them at this time. As soon as we get the tickets back from the printer, I will be mailing them out. Tickets will be in an envelope inside a larger envelope. This is the same system we use for issuing tickets at the ticket window.

The Volunteer Slots are up on the web site so sign up early in order to lock in the dates you want. Don't hesitate, sign up now.

We just received word that David Ernest has passed. As many of you know David was a long-time member. He held many positions around the railroad including Membership Secretary, Vice-President and for many years was the Gift Shop Manager. When the Gift Shop was re-organized, I talked David into coming out of retirement and help set up the present Gift Shop as it is today.

If you have questions, you can contact me either by email membership@ncry.org or call me on my cell 510-508-0503.

Rich Alexander

President's Message

Henry is under the weather, his column will return next month.

Reduce Your Taxable IRA Distribution

If you are over age 70½ you can contribute to the PLA directly from your IRA. Your Qualified Charitable Distributions may reduce your taxable income from Required Minimum Distributions (RMDs). Contact your IRA administrator, they can easily set this up for you. Questions? Contact Pat Stratton, Treasurer, 650-888-8619. Email: treasurer@ncry.org.

NILES CANYON RAILWAY

BRAKEMEN CLASS

WILL BE HELD

NOVEMBER 5 & 6

8:00 AM TO 4:00 PM

AT THE WHITE HOUSE - BRIGHTSIDE



**WITH HANDS ON TRAINING
FOLLOWING DAY (NOV. 6)**

**MEMBERS MUST BE ABLE TO
PERFORM BRAKEMAN DUTIES**



**MATERIAL FOR CLASS WILL BE PROVIDED
LUNCH WILL BE PROVIDED**

**Contact: Dexter Day
plancrygm@gmail.com**

NILES CANYON RAILWAY

Train of Lights Volunteers Needed

As you're reading this October Club Car, most of the tickets for this year's Train of Lights are sold out because tickets went on sale on October 1st. Our exterior and interior decorating groups have been hard at work decorating the train cars for several weeks now and the important thing needed now is volunteers to sign up for the different positions on the train or on the ground each of the nights we are running this season. If you can help, please sign up online. We have our first public trains on Friday, November 18th so please sign up soon.

Go to ncry.org, then click on Members' Website under About, and then click on Volunteer Opportunities under Volunteer. You will see 2 pages of volunteer spots to help this year. We need caboose hosts, dome and parlor car hosts, snack bar workers, and some new spots called cocoa captain, crew captain, and dome and parlor cars captains. These were made so we know there will be someone who knows what to do to make the cocoa and serve the snack bars and the first class cars. They will be working both trains to have continuity between the two trains each night. The dome and parlor car crews (helping the captains) can work either the 4:30 or the 7:30 trains, but if you want to work both trains then you need to sign up for both the 4:30 crew and



Train of Lights at Niles Station.

7:30 crew. We also need parking lot workers at both locations. And if you can only do something at home, you can sign up for making food to serve our volunteers each night we run trains. When the trains go empty from Fremont to Sunol from 6:00 to 7:00pm is

when the train crews eat. The food is served in crock pots on the train and the crews really appreciate a hot meal on the winter nights we operate.

Thank you for your volunteer heart!

donna alexander

Wanted – A Pallet Jack

The mechanical department is looking for a working pallet jack that we can use around the shop. We are looking to organize parts for the SP #1744 (and in the near future SP #2479 parts as well) and need a replacement pallet jack to get the work completed. If you have a pallet jack that can be donated or obtained for minimal cost, please call Alan Siegwarth at (408) 515-4602 to discuss. Thanks for supporting the Pacific Locomotive Association.

Along the Right of Way

Stephen Barkkarie - General Manager

Autumn falls on the Niles Canyon with the beginning of October and all of us at the PLA are excited with the prospects of the coming season. This month will see the wrap-up of the regular operating season, and, with our usual flare, we will steam into the holiday months. We hosted a couple charters last month that were classic, and the debut of our Valley subdivision came to a close at the end of September and by all accounts the effort was a great success. The car department continues to furiously work on finishing repairs and repainting and on the ROW lots of work has been done to tame the trees, prepare room for our donated equipment and ensure all is ready for Train of Lights.

Around Brightside, work continues on the windows for the 315 coach, the paint job on the Park, and general clean up and organization in the yard. We really are in a push to get things done for decorating the Train of Lights and for receiving our donations from Santa Clara. While the regular car department folks have shifted to exterior decorations, we have been pulling volunteers from all other departments to lend a hand with finishing restorations. To receive the SP 2479 steam locomotive, MOW cleared a large area in the Milepost 37.2 (Johnston Curve) for two giant cranes and all the trucks carrying the engine parts, and transported a bunch of support equipment for the big move. Along with the engine to Johnston curve, the Tender was unloaded at Brightside driveway and the turntable bridge (set on a flat car at Johnston) had to be unloaded at Niles Wye. That was a huge couple of days, and it needs a tale all its own. Even with all that going on, we still managed to extend the finished track out East, clear out a couple of camps that popped up too close to the track, have our fire



Photo by Stephen Barkkarie
Clean up at Johnston curve (Bonita Station).



Photo by Stephen Barkkarie
New ADA gate for Park Car.

extinguishers and backflow preventers serviced, get our signals inspected, battle graffiti at Niles station and conduct regular operations through the canyon and the M200 going East. Let me just say it was a busy month.

Niles Canyon Railway hosted an event for the Southern Pacific Historical Society as a side trip to their annual convention. The operations department put together a special all

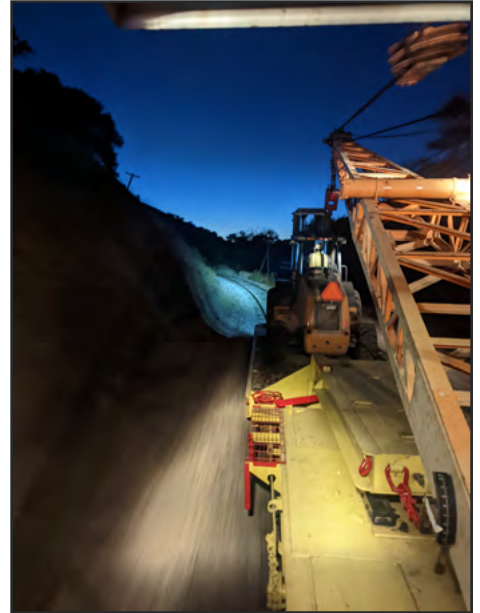


Photo by Stephen Barkkarie
Pre-dawn equipment transfer.



Photo by Stephen Barkkarie
Beginning the unload of SP 2479.

SP consist for a tour of the canyon pulled by a double-head Black Widow MU and the commissary department set an impressive buffet lunch. About 80 members came to Brightside for a tour and enjoyed a sumptuous meal served under a tented pavilion next to Blake's Palace (our yard office). We handed out official NCRY hardhats as souvenirs and we received great reviews and many thanks for the event. Thanks to all who worked so hard to put this on (you know who you are, and you

Stephen Barkkarie - General Manager



Photo by Stephen Barkkarie
Unloading the SP 2479 Tender.



Photo by Stephen Barkkarie
All hands align SP 2479 Tender truck.

are too many to mention), these kinds of events give us a great reputation in the rail preservation community.

Another massive effort undertaken by the PLA came as a result of last month's Sunol Citizens Advisory Committee meeting. This is a gathering of towns people and local government officials (Public Works, Calfire, County Sheriff and Supervisors Office, etc.) where concerns that affect Sunol are discussed, and grievances can be aired. At this meeting, an area near the

Post Office was identified as a potential fire hazard due to accumulation of dead wood and leaf matter. Locals urged the county to clear up situation and after a study of aerial maps, determined it is indeed their property. The twist in the solution is that the area falls under the PLA lease as part of the Depot Garden and according to our agreement we are responsible for vegetation management. It is imperative that we be proactive about fire danger, which is why we constantly trim trees away from the track and the county sprays for weeds twice a year. After assessing the scope of work, it was decided we needed professional help. So, Terry's Tree Service (a local Pleasanton business) was called in and they mustered an army of tree climbers and equipment to do battle with the giant eucalyptus and other trees. After two days work and substantial cost the area is now safe and, frankly, quite beautiful. The "Friends of the Depot Garden" (local volunteers who maintain the parklike atmosphere in the garden) have pledged to adopt the area as their own and can now move forward with their plans to use this section of Sinbad creek as an interpretive demonstration area for creek preservation. With this work, we have fulfilled our agreement to the county, reduced the danger of fire and made great stride in community good will. Well done us.

A real shining experience for me last month was a charter for the M-200. The Family of long-time member Richard Bowman reserved the railbus to celebrate a memorial birthday for him. The plan was to take a two-hour sunset cruise through the canyon with a buffet of snacks and champagne to celebrate with family aboard the Skunk he loved so much. Dick and his brother Dennis loved to volunteer in the canyon, and he dearly loved to drive the one-of-a-kind motorcar. Four generations of the



Photo by Stephen Barkkarie
Turntable bridge unload at Niles.

family came from across California to board at Sunol. Our crew, Jorg Linke (Conductor), Ed Best (Brakeman) and I (Motorman) set up a banquet table in the cargo area at the rear and the guest of honor rode the motor housing with his favorite railroad hat perched on the urn. While this may sound strange to some, I have never seen a happier celebration of life, with stories of his and other family members experiences being joyfully bantered around the cabin. The trip included a photo run-by at the stairway-to-the-stars, a sunset champagne toast on the Farwell Bridge, and a grand buffet complete with birthday cake. At the conclusion of the trip, the reunion of relatives lingered on the platform continuing their glad time as we slowly rolled westward into the twilight. We all looked at each other and agreed that was a fine charter, and for me it was one of the little heart-warming moments you can only get when you give of yourself for the benefit of others.

Stephen Barkkarie

Southern Pacific 4-6-2 steam locomotive 2479

Continued from Page 1

options. Included early on in these discussions was Robert Franzen of Steam Services of America. Robert had previously done contractual work on both the 2479 and PLA locomotives, thereby being a known entity to both organizations. Franzen would oversee the physical move.

At the minimum, the locomotive would leave the fairgrounds via truck due to its landlocked status. Years ago, sister Southern Pacific steam locomotive #2467 left Harrison Park to a nearby siding via a house moving company, a beneficial process since the locomotive moved intact. Sadly, this would not work for 2479 largely because of the lack of nearby sidings.

The locomotive would travel the 30-mile distance via trucks...LARGE trucks requiring equally large cranes at both ends of the move. Bridge restrictions along the route required separating the boiler off the chassis to stay within height and weight limitations.

With a plan, I was able to secure costs from Renn Transportation and Peninsula Crane & Rigging, local firms who have previously assisted with prior PLA equipment moves. In June 2021, the Santa Clara County Board of Supervisors approved my proposal for both the funding and ownership transfer of the assets. Without this support, the locomotive and roundhouse components would have stayed at the fairgrounds.

For the past 18 months, the small CTRC volunteer crew prepped the locomotive. CTRC has actively worked on the locomotive for over 30 years. Separating the boiler, ironically, would involve removing parts volunteers had recently installed in their restoration effort. A critical task was removal of the 42 fitted bolts connecting the smokebox to the cylinder saddle.

On Monday, August 22, trucks, cranes and crews descended on CTRC's compound at the fairgrounds. First off



Photo by Ken Middlebrook

was the lifting of the boiler as planned. Next was the chassis.

The actual weight of the chassis was unknown. Highway transportation to Sunol had a 165,000 pound limit. Several components were removed including the main rods, pistons and pilot. The lead truck would move separate. With all these preparations, the remaining weight estimate ranged from 132k to 165k pounds. If additional items were to be removed, the disassembly and reassembly process would be complex – the reasoning behind my restless nights. Furthermore, this additional work would be expensive due to the standby hourly costs of trucks and cranes. With both cranes lifting, an actual weight was determined, 132,000 pounds. Whew.

On Tuesday, August 23, placement of the locomotive onto NCRy rails occurred near Bonita. Weight limitation on the Hwy 84 bridge in Sunol restricted against trucking directly to Brightside. Once again, two cranes reassembled the locomotive with temporary bolts



Photo by Ken Middlebrook

NILES CANYON RAILWAY

Southern Pacific 4-6-2 steam locomotive 2479



securing the boiler to the frame. Robert Franzen and his crew reinstalled the driver journal pads prior to the four-mile tow by SP #1195. The locomotive was an appropriate choice since a similar diesel locomotive had positioned 2479 into the fairgrounds 64 years ago.

It was a surreal moment as the 2479 rolled past the Sunol Depot. For 40 years, CTCRC volunteers had dreamed about returning 2479 to active rails. To see her 73" driving wheels freely turning with no issues is a testament of the volunteer hours spent restoring her at the fairgrounds. Sadly, many of those volunteers did not live long enough to embrace the moment.

The trucks and only one crane returned to the fairgrounds on Wednesday, August 24 to load the tender and turntable with unloading on the following day. The tender was placed on rails at the Brightside driveway; however, the turntable required nearly the full length of the NCRy for its delivery to Niles.

The turntable could not be trucked directly to Niles due to the 110 foot length of the truck/trailer combination. As a result, the turntable was loaded onto PLA's heavy-duty flat car at the same location where 2479 was unloaded two days before. While the crane relocated to Niles, the turntable travelled through the canyon led by SP #1195. A slight hiccup occurred when the crane experienced difficulty in accessing the Niles site. Like the locomotive and tender, the turntable was delivered, as planned.

Though not as logistically complex, there are more items that will arrive from the Santa Clara County Fairgrounds over the next two years. These newly received historical assets will play roles in the future of the Niles Canyon Railway.

Ken Middlebrook

Photos by Ken Middlebrook

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

THE ARROYO DE LA LAGUNA BRIDGE, "IT DID WHAT"? "IT SANK"?

This tale begins way back. It is 1865 and the railroad is being built in Alameda Canyon (Niles Canyon) by the Jerome Cox gang which was comprised of 600 workers mainly of Chinese builders. Along with being good at developing a roadbed for the railroad, they were good at building stone bridge piers, retaining walls and culverts. One such bridge that the piers were built for was in the Amador Valley West of Pleasanton. This is where this tale begins on the Arroyo De La Laguna Bridge.

It is 1866, and the Chinese labor are hard at work building what will be the biggest bridge built for this portion of the railroad which crosses the Arroyo De La Laguna creek. The Cox gang are building several large coursed sandstone piers which were some of the best built for that time. All these heavy piers might seem like overkill for the Howe Truss Bridge, which was wood but deemed "light, strong and elegant as a work of art". In 1867, this new bridge was finished and would stand and stay as built until 1899. At that time the original bridge was replaced by a Pony/Riveted Through Plate Girder Bridges and two new piers were installed for the new bridge. The first Howe Truss through Skew span Bridge stayed in use for 32 years. The Pony/Riveted Through Plate Girder Bridge is now 134 years old and still has trains running across it and looks the same as the year it was built, add a little rust for age.

Through the years, I am sure there has been upgrades done on the bridges, but don't have any written work orders to show any minor work that was done. This is really amazing that nothing drastic has happened to this bridge



Photo by Doug Vanderlee

The Arroyo De La Laguna sinks 6 inches. Not good.

since it sits on the Calaveras Fault which is a finger off the San Andreas Fault. The Arroyo De La Laguna Bridge took the first noticeable damage during an earthquake that took place in this region many years ago. Looking down the East side of the bridge, you can

see where the earthquake moved and miss aligned the second span so it is a little out of alignment with the other span against it. Although noticeable, it was deemed that the bridge was safe to stay in service. The railroad realigned the track on the bridge which

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Photo by Doug Vanderlee

The construction company Koppers Railroad Structures getting set up for repair of the bridge.



Photo by: Doug Vanderlee

Damage to span showing 6 inch drop Pier one.

still provides proper strength and clearance for trains to pass over it and signed it off good to use and we run across these bridges today. There most likely have been other movement of the bridge over the past years, but have been corrected or not noticeable by the NCRY. Then in 2018, within a drought that has taken place for the past year, something happened. It could have been an earthquake in the region and due to drought and low water table, an underwater cavern could have given way. Whatever the cause was, the first pier of the Arroyo De La Laguna Bridge sank 6 inches. At least the bridge pier did us a favor, it settled straight down.

The shock of seeing it for the first time was something you were not expecting doing a M200 East end inspection trip. After inspecting the bridge as it sat, the M200 proceeded slowly and ran across the sunken bridge and continued its way East.

At least it was not the Farwell or Dresser Bridge that we use on our regular weekend operation from Sunol to Niles, but now we needed to come up with a plan on how we were going to repair the damage and at what cost to get the Bridge back up to operating limits. It was a sure thing we were not going to be able to do the repair with anything that we had laying around in the yard or in the shop. Also, to get it signed off, it needed to be done by professional Bridge Contractors.

The BOD put out a bid for a contractor to complete the repair job on the bridge. The successful bidder to complete the repair of the bridge was Koppers Railroad Structures. Doug Vanderlee was the PLA overseer while the bridge project was being done. Although the project looked like a straightforward job, you are still dealing with a large, heavy object. For instance: from the West abutment to pier number 1 was 866 ft. 3 in. and at a weight of 126,811

Continued on next page



Photo by Doug Vanderlee

Plates that will be used after jacking up bridge to level.



Photo by Doug Vanderlee

Plates being placed under corners of bridge.



Photo by Doug Vanderlee

Contractors stabilizing plates and placing bolts through plates.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

lbs. From pier number 1 to pier number 2 was 101 ft. and weight of 148,498 lbs. That works out to be 1470 lbs. a linear ft. The solution was to install (6-1 in. plates) on all four corners of the two spans of the bridge. The construction project for the repair on the two spans of the bridge was started on December 7th.

The track was out of service and the bridge was in the hands of the construction company to repair. On day two while talking over the project with the contractor on the bridge, "Doug Vanderlee looked up and a skunk was coming right at them across the bridge. Doug clapped his hands and the skunk stopped and looked up, assessed the situation and turned around and walked off the bridge the other way". I guess trains were not the only user of the bridge across the Arroyo De La Laguna. Later in the day while Doug was standing on the bridge observing the work, an American Bald Eagle flew in and landed on a branch about 35 ft. away. Doug said you were able to get a good look at the eagle and see how beautiful these birds really are. But it is rare to have a bird of prey come in that close to a human. The eagle was looking over the fish situation in the creek. It looks like there weren't any fish, the eagle didn't stay long. Getting

back to the bridge repair. After lifting the two bridges, the rehab on the footing for the two bridge spans continued without too many problems. The repair to the two bridge spans was coming to a close and better yet, the bridge was level again when you looked at it. Hope it stays that way. Now that the work has been done on the bridge and signed off by the construction company, the bridge will still go through inspections and the work that was done on the bridge will be inspected and signed off by a bridge inspector. The good news,

the bridge still is a strong bridge with little damage to it over the years. The bad news, the bridge is open to damage in another earthquake that might hit that area the wrong way. That is the trouble with being on a fault and having historic old bridges on the railroad, they keep getting older and the NCRY must maintain them if we are going to operate on them. Well, I guess we can keep our fingers crossed. With that said, another Tale comes to an end.

Dexter D. Day



Photo by Doug Vanderlee

Finished! Plates in place, bridge good to go.



Photo by Doug Vanderlee

Finishing touches on the bolts through the plates.

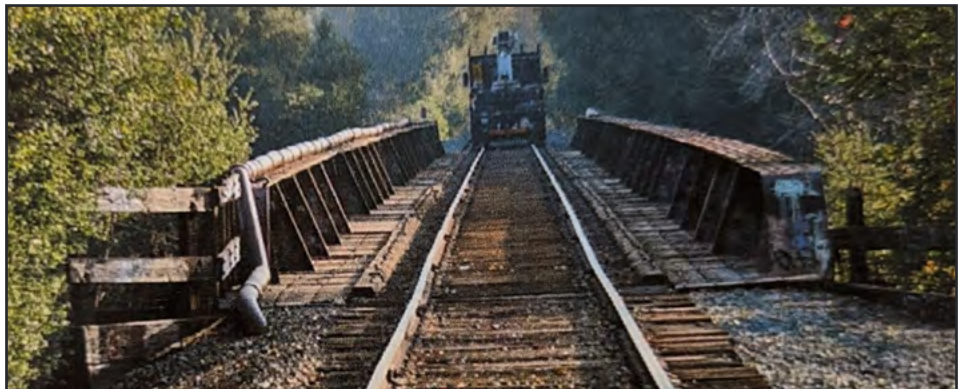


Photo by Dan Sarka

Bridge is level again, time to head for home...

Stacktalk

Alan Siegwarth

See Ken Middlebrooks' front page article about #2479 and turntable move that has kept our department busy this month. Operating steam annual work also has been a priority to ready the Skookum #7 for the FRA hydro-test which was completed successfully. Meanwhile in our spare time, work has continued around the shop on the SP #1744 frame and furnace bearers. Stockton Locomotive Works has also been busy preparing for more firebox work with the delivery of over 1000 pounds of rigid staybolt stock. Keep reading the Club Car for boiler work updates in the near future.

Alan Siegwarth

Photo by Alan Siegwarth

A closeup of the threading work required to make the new stays.



Photo by Alan Siegwarth

A stack of rigid staybolts ready for installation.

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The past month was busy up and down the Niles Canyon Railway, with a lot of good work being done on a number of priority projects. It was rough on our cash, though. While we earned \$35,800 during August, we spent \$24,900 on SP1744 restoration, \$5,500 on paint and upgrades to the Park Car, \$3,500 on planning and materials toward getting electricity back to Blake's, and made our final lease payment of \$28,900 to the County for the last fiscal year. We also continued to build track east toward Pleasanton; overhaul and paint the Park Car; and replace more windows in the WP315 coach. Additional Train of Lights decorations were replaced, and fresh inventory has been added to the Gift Shop with the TOL in mind.

Other expenses were consistent for this time of year, so with \$112,500 in total expenses we did burn through some cash during August. And just this week we made an emergency expenditure of \$45,000 to help the County and the Sunol residents with wildfire control near the Sunol Post Office and the Sunol Garden Park. Still, we have a significant cash cushion, and TOL tickets will go on sale on October

1. If ticket sales go as we expect, we will continue to be in a good place financially.

Revenue from donations for August included \$4,100 to the General Fund; \$300 to the Steam Dept.; \$410 to the Diesel Dept.; \$100 to the Car Dept.; and \$100 for new facilities. A donation of \$35 was given by William Schoenemann in memory of Roger Baird. Thank you all for your support through financial contributions to the PLA and NCRY.

We have applied for a Microbusiness and Nonprofit COVID-19 Relief Grant of \$2,500, to be awarded after October 19 through and by various county and state agencies. Requirements suggest this grant will be awarded if your organization has been in operation since 2019, is still in operation, and was impacted by COVID-19 public health restrictions. I think we should easily qualify, as should many firms; I just hope there is enough money to go around.

I have begun collecting information and documents for the annual financial audit of the PLA's accounting records. They will be turned over to our designated audit firm by the end of

September. An audit is a process, and this one will finish in February. The result will be audited financial statements that will reassure our members and potential donors of our consistency and transparency in financial affairs and management.

Let me know if you have questions or comments.

Pat Stratton

treasurer@ncry.org

NILES CANYON RAILWAY BRAKEMAN CLASS

WILL BE HELD

**NOVEMBER 5 & 6
8:00 AM TO 4:00 PM**

**AT THE WHITE HOUSE
BRIGHTSIDE**

**WITH HANDS ON TRAINING
FOLLOWING DAY (NOV. 6)**

**MEMBERS MUST BE ABLE TO
PERFORM BRAKEMAN DUTIES**

**MATERIAL FOR CLASS
WILL BE PROVIDED**

LUNCH WILL BE PROVIDED

**Contact: Dexter Day
plancrygm@gmail.com**

Stocks, Bonds Donations

You may not know this: if you contribute appreciated stocks, bonds or mutual funds to PLA, the total value of the security is tax-deductible to you upon transfer; and you aren't required to pay capital gains taxes on any appreciation. This can be done easily and securely to PLA's account with Wells Fargo Advisors. Contact Treasurer Pat Stratton for additional information. Call 650-888-8619. Email: 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

Unloading and move of SP 2479 at Bonita



Photo by Jim Evans

Steve Barkkarie, Matt Petach, and Chris Campi securing 2479 part for transport to Brightside.



Photo by Jim Evans

Henry Baum, PLA president, and Ken Middlebrook, 2479 project coordinator.



Photo by Jim Evans

Charles Franz & Jeff Schwab just prior to coupling between 1195 & 2479.



Photo by Jim Evans

Doug Vanderlee, Crane Employee, Charlie Franz, Henry Chandler, & Chris Campi at Niles. Gerry Feeny in cab.



Photo by Jim Evans

Doug Vanderlee controlling coupling of 1195 to 2479 in preparation for Pacific to be towed to Brightside.

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

RETURN SERVICE REQUESTED

Nonprofit Org.
U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material



Turntable bridge being unloaded in Niles.

Photo by Jim Evans