



THE CLUB CAR



Bulletin 712

Pacific Locomotive Association, Inc.

December 2022

2022 “Season of Giving” Fund-raiser for 1744



Photo courtesy PNRA

SP 1744 on 1958 Knights Landing Excursion.

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Dear Members and Friends of the Pacific Locomotive Association, 2022 is quickly drawing to a close, and what a year it's been. Our volunteers have a lot to be proud of: we acquired and moved SP 2479 and the historic Lenzen Turntable from their former home at the Santa Clara County fairgrounds, we've repainted two of our open cars, our track crew has continued its march towards Pleasanton, we've resumed regular train rides (with many runs

being sold out), and our annual Train of Lights has already sold out prior to running a single train. Coming off of the pandemic, we have kept ourselves on strong financial footing, and have made continued progress on our many restoration projects. Yet we still have some big things to come for which additional funding will accelerate progress. For this holiday “season of giving,” we'd like to highlight the SP

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

There will be NO Board of Directors Meeting
or Members Meeting in December.
It's all hands on deck for Train of Lights!

Board of Directors Meeting

JANUARY 13
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

JANUARY 13
7:00 PM

In Whitehouse @ Brightside
In-person & Teleconference

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.

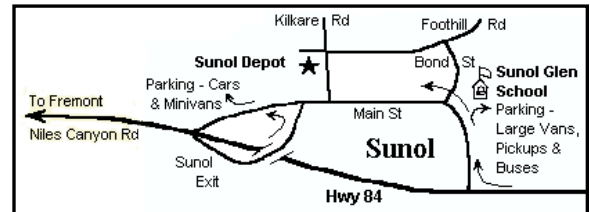
Send to the Editor, Barry Lependorf
at clubcar@ncry.org

The editor reserves the right to hold
or edit material as necessary.

BOARDING LOCATIONS

SUNOL DEPOT

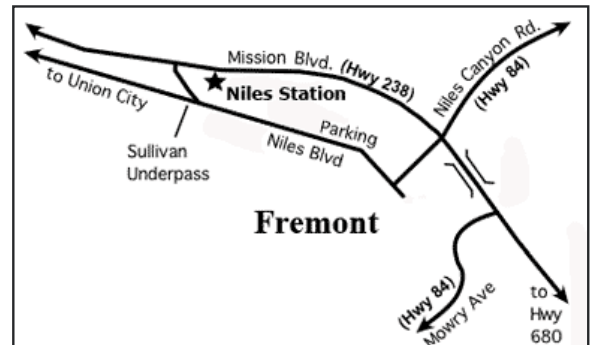
6 Kilcare Road
Sunol, CA 94586



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

===== DEPARTMENT HEADS =====

Brush Cutting - Mark Whitman	Operations Manager - Dexter Day
Car Department - Dennis Mann	Public Relations - Henry Baum
Charter Agent/Docents - Jim Evans	Road Foreman of Engines - Kent Hedberg
Chief Engineer - Mike Strider	Security Department - Jim Evans
Club Car Editor - Barry Lependorf	Signal Department - Curt Hoppins
Commissary - Doug Debs	Station Agent - Niles - John Fenstermacher
Crew Caller - Jackie Vlasak	Station Agent - Sunol - Donna Alexander
Gift Shop - Patrice McDonald	Steam Department Head - Alan Siegwarth
Hazmat Manager - Doug Debs	Steam Hosteler Training - Jeff Schwab
Member Communication - Linda Stanley	Train Master - Mark Miller
Museum Curator - Dennis Mann	Volunteer Coordinator - Ed Best
New Member Orientation - Glenn Fountain	Yardmaster - Stephen Barkkarie

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515.

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

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

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

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

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Views expressed herein are those of the author unless specifically noted by the editor as official policy.

The Pacific Locomotive Association is a member of the HeritageRail Alliance (HRA).

NILES CANYON RAILWAY

Merry Christmas from

NILES CANYON RAILWAY



Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 3,380 volunteer hours for the month of October. 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
Mark Miller
Mary Asturias
Steve Slabach

Archives & Library

Brian Hitchcock

Car Department

Bob Pratt
Bruce Burke
Chris Campi
Chris Hauf
Dennis Mann
Howard Wise
John Link
Matt Petach
Steven Buscovich

Car Department

Wesley Van Osdol

Commissary

Bonnie Harrington
Doug Debs
Jack Harrington
Jacques Verdier
Joe Romani
Linda Best
Matt Petach
Mike Pechner
Sally Mills
Sue Thomas

Depot Crew & Operations

Donna Alexander
Rich Alexander

Docents

Jim Evans
Jim Stewart

Electrical & Signals

Bruce Burke
Curt Hoppins
Jacques Verdier
Jim Stewart
Logan Rubasky
Steve Knoeck

Facilities

Adam Weidenbach
Bob Bailey
Bob Bradley
Brad Jones
Dee Murphy

Facilities

Doug Debs
Jack Harrington
John Zielinski
Linda Stanley
Mark Whitman
Matt Petach
Mike Strider
Steve Coon
Steve Jones
Steven Buscovich
Wesley Van Osdol

Gift Shop

Gail Hedberg
Patrice McDonald

Mechanical

Bill Stimmerman
Charles Franz
Dee Murphy
Gerald Dewitt
Gerry Feeney
Howard Wise
Jeff Haslam
Karl Swartz
Linda Stanley
Lou Bradas
Peter Bradas
Rich Gove
Steve Jones

Meetings

Bob Pratt
Charlene Murrell
Chris Campi
Curt Hoppins

Meetings

Dave Burla
Dee Murphy
Derek Schipper
Don Gholson
Donald Kirker
Donna Alexander
Doug Debs
Ed Best
Gail Hedberg
George Childs
Henry Baum
James Baber
Jim Evans
Jim Stewart
Jon Williamson
Jorg Linke
Justin Legg
Karen Kadaja
Kent Hedberg
Leslie Smith
Liam O'Leary
Linda Stanley
Lou Bradas
Mark Miller
Mark Whitman
Marshall Williams
Matt Petach
Mike Strider
Pat Buder
Pat Stratton
Peter Midnight
Rich Alexander
Steve Barkkarie
Steve Coon
Steve Jones

Meetings

Thomas Libbey
Tim Flippo
Tom Eikerenkotter
Warren Haack
Zona Fowler

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Gilbert
Bob Pratt
Brad Jones
Chris Campi
Dee Murphy
Johathan Tzen
John Zielinski
Jorg Linke
Ken Southwick
Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Paul Bartz
Ron Thomas
Shane Rivera
Steve Barkkarie
Steve Hill
Steve Meyer
Warren Haack
Wesley Van Osdol

Other

Alan Siegwarth
Barry Lependorf
Bob Pratt
Curt Hoppins

Other

Dexter Day
Donna Alexander
Ed Best
Glen Fountain
Linda Stanley
Matt Petach
Mike Strider
Pat Stratton
Patrice Warren
Steve Jones
Tom Eikerenkotter
Warren Haack
Zonker Harris

Switching Crew

Gerry Feeney
Jim Stewart
Kent Hedberg
Mark Miller
Wesley Van Osdol

Train Crew

Bent Christensen
Bob Pratt
Brad Jones
Charles Franz
Chris Hamilton
Chuck Kent
Donald Kirker
Ed Best
Henry Chandler
Jackie Vlasak
Jeff Schwab
Jim Stewart
John Link

Train Crew

Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Liam O'Leary
Mark Miller
Matt Petach
Michael Stockwell
Nick Alexander
Ron Quilici
Ted Unruh

Train of Lights

Bev Barkkarie
Bob Moore
Bruce Burke
Chris Hauf
Curt Hoppins
Cynder Niemela
Dave Hipple
Denis Murchison
Dexter Day
Donna Alexander
Ed Best
Joan Weber
John Link
Marshall Williams
Norm Fraga
Phil Stone
Ray Freeman
Rich Alexander
Ron Thomas
Steve Van Meter
Sue Thomas
Tim Flippo
Tom Crawford

NILES CANYON RAILWAY

President's Report

Henry Baum - President

We have begun running the 2022 Train of Lights and let me tell you, it is a spectacular site to behold. While it is basically the same consist as the last 5 years, the decorations are constantly being improved upon, with the old being replaced with shiny new, and new interesting items being added. And we have opened the restroom in the double articulated for the passengers to use instead of just stare longingly into the space. A clever solution was developed by our operations department to solve the problem of emptying the black water tank and refilling the fresh water, and it seems to be working well.

The Alameda County Sheriff Office Deputies continue their tradition of visiting with the passengers waiting for the train in Sunol. This year we are also trying out having a visit from the fire fighters at the Sunol Cal Fire station who want to bring a 'brush truck' down to the depot and let the kids (of all ages) explore the equipment. It is a nice adjunct to the train, and it helps keep the passengers content while waiting. This is all contingent on availability of course, and when they have to go to handle a call, they have to go. It does seem to be of interest to the community as well.

As we go into 2023, I am hoping to see an increase in volunteers who want to lead projects. It is becoming more important to have projects get properly planned, properly detailed, and followed through on. We have lots of projects that never seem to get beyond the concept stage. A lot of projects that get discussed and thought out to define what is needed, but that then die on the vine because we have no one to lead them. It is important to see that the projects can be well thought out, and just need manpower to make them reality. Managing a project can be as simple as ensuring that the volunteers working on the project have the skills to perform the task or have access to volunteers who can teach them. And when special skills are required



Photo by Chris Hauf

The first Train of Lights train, enters Niles yard for the first time for the 2022 season.

arrange for them but use your other volunteers to offload the prep work for the specialists.

This becomes really important as we find we need to bring in outside specialists more and more to get things done. This has not always worked great for us either, so we need managers to perform the necessary due diligence to find the right outside specialists to allow our in-house specialists to concentrate on other projects.

Project management becomes less about banging and sanding, and more about scheduling and prioritizing. This is not to say that a project manager cannot also join in on the banging and sanding, but it is not a necessity. As our volunteer pool continues to age out, having them concentrating on the less physical aspects can mean giving them greater opportunities to be involved.

As we go into the holiday season, I want to suggest that another great way to help the organization besides donating your time is donating your money. As we have to go outside for more and more tasks, the need to hire and pay for getting things done becomes more necessary. Our treasurer can tell you how difficult it is to budget for projects when we don't

know if we will have volunteers to do the work, or need to hire contractors. That really then translates into how many projects we can get done.

I do want to thank the hundreds of volunteers who have given their time to help us with the projects we have accomplished this year. We have had some really great events and have really come a long way, getting two of our open cars rehabbed in time for train of lights. We have gotten underground power installed to Blake's Palace and the MOW containers. The hazmat shed has become rainproof. Progress continues on the new fuel depot design, and the plan for covered storage.

And the Santa Clara County donation continues to be facilitated. A lot of planning still needs to be done there, but I am spending a lot of time building community support for the project on many levels.

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

Treasurer's Report

Pat Stratton - Treasurer

Our balance sheet shows a net cash usage of \$86k this month. We also took in \$15k from the County as a prepayment for a TOL charter - it has not yet occurred, so it is not yet income for us, but we do have the cash.

We have a significant cash cushion, even though we have not yet taken the proceeds from sale of TOL tickets into our bank accounts. We are careful not to pocket our ticket revenue until after we have earned it by giving our riders their Holiday experience. We will put some of the additional funds in CD's where we can protect the principle at the same time we earn some interest.

Our Income Statement shows that during October we earned \$30k in revenue from operations; \$27.6k in donations, including the \$20k ARPA Grant from the County; and other income for a total of \$61.4k.

We have completed replacement of the downed power lines to Blake's

Palace with underground lines. We budgeted \$30k and completed the job for \$33k - this is a meritorious result considering our electrical contractor walked out on us. We are pursuing a settlement with him which may bring us finally under budget. We have completed the painting and upgrades to the Park Car for a total \$19.3k, just under our \$20k budget. The roof on the hazmat sheds is now complete at a cost of \$10.1k, with a budget of \$10k. Another winner! Thanks to the volunteers who took hold of those projects and carried them through.

The annual inspection of our bridges was done by a contractor for \$7.6k, and we put another \$7.5k into Wildfire Mitigation at Brightside. Our ROW uses a lot of ballast, and this month we spent \$23.5k for more of it - much going to hold up our steady advance toward Pleasanton. We spent \$4.5k for fuel, \$7.1k on windows for Gothic Peak,

\$8.7 on windows for the 1949, and a final \$2.2k to complete the paint and upgrades to the Park Car. We had a contractor repair the fences at Hayfield, to the west, for \$2.8k. Total expenses for the month were \$156k.

Donations for the month included \$6,600 to the General Fund; \$660 to the SP1744; \$200 to the Facilities Dept.; and the \$20,000 ARPA Grant which can be used any way we see fit. Thank you to all who help support our mission through financial contributions.

Let me know if you have questions or comments.

Pat Stratton

Treasurer

650-888-8619

treasurer@ncry.org



Brush Cutting

Mark Whitman

Wednesday, October 19 we worked our way east from the Brick Plant approximately 2500 feet while trimming back the trees and the brush along the south side of the track. Assisting today, Adam Weidenbach, Ken Southwick, Brad Jones, Chris Campi, and myself. Saturday, October 22 we took the bucket truck and the work train to just east of the retaining wall at the Spot. We then worked our way east trimming both sides of the track and some of the higher branches that would eventually interfere with the train. Assisting today, Brad Jones, John Zielinski, Doug Vanderlee, and myself.

Another project started several months ago was the upgrade to the western parking area at Sunol. Previously we had trimmed the trees back in this area. To widen out the edge of the

south side of the parking lot, I hauled approximately 12 loads of grinding material from Niles to the Sunol parking lot. Then Brad Jones and I took the cat backhoe to Sunol to spread the material out and smooth it up. Brad helped by watering the material to help with the compaction.

To prevent people from backing off the edge of the parking lot in Sunol I decided we needed a curb of some sort. Doug Vanderlee has been picking up some of the downed old signal poles and we decided to use those for a curb. We predrilled them and cut some rebar to pin them to the ground and hauled approximately 200 running feet of the poles to Sunol and placed them along the edge to form a curb.

Mark Whitman

Upcoming Electrical Project

Steve Barkkarie and I have been talking about upgrading the electrical service to the Sunol Station sometime after the first of the year. We are looking for information, pictures, or members that were present when the County replaced the road crossing panels at Kilkare Road.

I understand that we took a conduit across the road for future electric and the water line for the irrigation for the Sunol Garden Park. We know that the conduit for the electrical is stubbed out at the east side of the road. We would like to know if we dug the ditch and installed the water line all the way to the park and, if so, who dug the ditch and helped with that instillation?

Please contact Steve Barkkarie or Mark Whitman with pictures or any information you might have that would help with this project.

Mark Whitman

Along the Right of Way

Stephen Barkkarie - General Manager

The Train of Lights is in full swing with sleigh bells ringing, children laughing and hot chocolate splashing. Once again, the train looks beautiful decked in lights, the tickets sold out in just a few nights, and visions of sugar plums are dancing in my head (not really, I'm not sure exactly what a sugar plum is and the fact that they dance is a little creepy). Something about Christmas just makes me poetic. The real poetry though is how all our different departments work together to get this massive monument to merriment together. This year we were right down to the wire with getting it ready, despite starting in August, but by mid-November it was jingling all the way to Niles and back.

Niles Canyon hosted our first Boy Scouts of America merit badge program since valued member David "Zonker" Harris moved out of the area. (He spent many years mentoring many local scout troops and built a great reputation for our museum). More than a dozen scouts came to Brightside with their own scout masters to take the boys through the required classroom task review and written testing. Rich Alexander and Dexter Day were on hand to answer any questions about our railroad or railroading in general. After a morning in the Whitehouse, the group took a tour of our collection with stops in the Steam shop where Gerald DeWitt took time out of his work on the engines to answer questions. Then they got a look in the car shop at the KM9010, the "Ranch" car and got a look at the final stages of the NCRY 3380 "Park" car restoration. As a surprise, the PLA arranged for a tour out to the East end of track to witness how we build track aboard the Cal-Western M-200 Railbus. The scouts and their leaders were all very excited with this part of the program and we all hope this can be the first of many merit badge sessions in the future.



Photo by Adam Weidenbach

MOW to the rescue again.



Photo by Adam Weidenbach

Transporting rescued Bovine.

During the scout program, PLA also hosted a charity fundraiser speeder run hosted by the West Coast Railroader Group for the family of injured UPRR worker Sal Ruiz. So, the scouts got an eyeful of custom speeders as a bonus to their experience and while on their morning run, Mike Strider (escort for the group) reported a cow in distress laying in the ditch down at MP30.5. The cow was unable to get to its feet and they reported a calf hanging around



Photo by Adam Weidenbach

Doug Vanderlee soothing the rescued Cow.

with it. Even though it's a Sunday we were able to reach the rancher who owned the errant animals and MOW sprang into action. Because NCRY was holding a brakeman's training

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Wes Van Osdel

Adam Weidenbach and Ken Southwick clear a rock from the ROW.

class on the day as well, I was able to grab the CAT backhoe and a couple helpers to perform a rescue operation. Doug Vanderlee drove out to meet the rancher as Ken Southwick and Adam Weidenbach and myself HI-railed down to the scene. We have done this before so lifting the cow onto a flat then transferring it to the rancher's trailer only took about an hour. The calf found its way back up the hill on its own, so all is well that ends well.

Commissary department held training sessions for the dozens of volunteers who signed up to serve aboard the train. Sue Thomas, Donna Alexander, Doug Debs and David Hipple took folks through the updated procedures in each of the different areas, so everyone gets the feel of what is expected. There is a ton of work that goes into that service

side of railroading, and we are fortunate to have a great team of individuals who have spent months holding meetings, developing procedures and making purchasing plans.

Also, around Brightside, power has been restored to Blake's palace so crews will have a well-lit place to gather for TOL duty. A lot of effort has gone into clearing out accumulated "stuff" from the crew room and cleaning up the area around the building as well as opening space for crews to park for train duty. This is important for volunteer safety as it is dark in the yard when the train is parked.

Engines have gone through their annual checks; batteries have been replaced on WP 713 and one of the generators in the commissary car plus both cabooses. Crews spent several days assembling the consist, connecting the electrical and sound system, testing lights and outlets, firing up the kitchens, checking the restrooms are in working order and cleaning the whole thing from end to end. Finishing touches to the paint had to be applied and little fixes to seats, traps, doors, light fixtures and windows got completed. Car brakes must be checked for readiness and repairs need to be implemented.

One chore had to do with the most important car; the All-Day Lunch that makes the hot chocolate for the whole train. Train crews will recall that last year we had intermittent brake problems with the car brakes dragging and the car needing to be "cut out" and even set out of the train altogether one time. So, this summer we sent for rebuild several valves to ensure we would be covered. (That car uses an older "L" series brake valves and there are not many places that can rebuild them.) Once we put the rebuilt valve on the car it must be tested. Tests showed the car had excessive leakage in the brake pipe.

To find the leaks you must soap every joint, valve, gasket and hose. (We even discovered a porosity leak in the tester connector.) We discovered several leaks. We found a badly leaking union on the pipe feeding the brake valve, a pinhole leak in the cylinder pipe and both conductors valve supplies blew bubbles like a child's bubble pipe. So, our team of Matt Petach, Steve Meyer, Ron Quilici and yours truly got to work. First the leaky tester was repaired, then the union was replaced, both straight forward repairs, then the fun began. To seal the conductors valve leaks was another story. One is located in the East end restroom space, the other in a closet in the kitchen. To remove them, you first need to disconnect the emergency linkage which involves pulling tiny cotter pins in very tight spaces between pipes and the wall. Once that was done, unscrew the exhaust pipe that leads out through the floor, then you must pull the valve away from the wall far enough to spin the valve on the pipe to remove it. (The one in the restroom was not so bad, but the kitchen valve was very cramped.) After all this, it's clean the threads, apply pipe thread sealant and reassemble the whole thing. Half a day later, the car is back together, and we are putting it through the test. Everything turns out right and tight. We should have no trouble with the brakes.

By the time you are reading this the Train of Lights will have many runs completed with many runs to go. We started out very strong and it was just like riding a bike once we got running. There are still plenty of opportunities to get involved, especially near the end of the season, so check your schedule and sign up to join the fun. After all, it is the reason for the season and guaranteed to be pleasin'.

Stephen Barkkarie

2022 “Season of Giving” Fund-raiser for 1744

Continued from Page 1

1744 restoration in particular.

The SP 1744 remains priority for the Steam Department in order to provide us with a more appropriately sized steam locomotive for regular operations while also reflecting the SP heritage of the Niles Canyon corridor. A history of the locomotive can be found on the PLA Steam website (plasteam.ncry.org), along with several historic photos, technical data, and restoration updates since the acquisition. We've made substantial progress so far; much of which has been documented in other issues of the Club Car. A quick summary follows:

- Installation of all new firebox sheets, drilling of firebox sheets for staybolts, and riveting of mud-ring to boiler
- Cleaning (by needle gun), inspection, and priming of frame
- Removal of drivers, main axle boxes, and spring rigging for inspection and repair
- Removal of driver wheel tires, repairing and turning of driver centers, and delivery of new tires
- Partial disassembly of boiler supports (furnace bearers), repair of cross braces, pad-welding of frame to eliminate wear

Work on the frame and running gear has been ongoing at Brightside. It has quickly accelerated thanks to the



Photo by: Christopher Hauf

Installing new frame cross-member in 1744's frame which has been fabricated in-house by the members of our Steam Department.

efforts of some new and very capable volunteers; many of whom have been working on the SP 2479 restoration.

With this work progressing steadily, we are focusing our 2023 fundraising efforts on the boiler repairs.



Photo by Christopher Hauf

Pad-welding worn area on the 1744's locomotive frame by volunteer, John Blaine.



Photo by Christopher Hauf

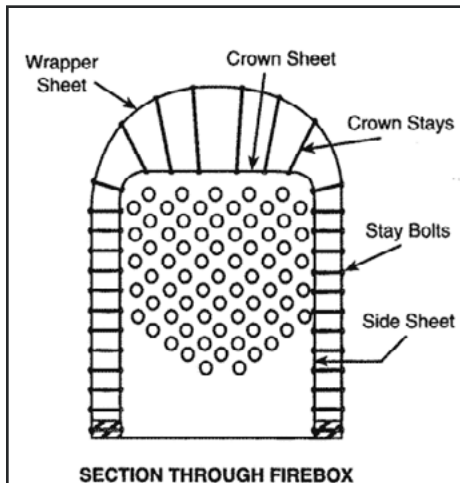
Turning driver centers to restore roundness by contractor, Stathi Pappas, using the wheel lathe at the California State Railroad Museum. CSRM has been a great partner in the 1744's restoration by allowing us the use of their shop facilities.

NILES CANYON RAILWAY

2022 “Season of Giving” Fund-raiser for 1744

Despite outward appearances, we were very fortunate to acquire the SP 1744 in the state it was in. Much of the heavy boiler repair work had already been started: the wrapper sheet had been patched, a new mud-ring had been fabricated, and the firebox crown-sheet, door-sheet, and rear tube-sheet were already formed. This meant that when completed, the 1744 would essentially have a brand-new firebox which would provide us decades of service. Since then, the firebox side sheets have been fabricated, and the firebox has been installed with holes drilled for staybolts. The remaining task for the firebox installation is the fabrication and installation of the staybolts, which is a significant scope of work.

But what is a staybolt exactly? In pressure vessel construction, cylinders are typically used due to their inherent strength – as pressure increases, the cylinder is “self-supporting”, and will maintain its shape. Because the firebox



sheets are flat, they must be supported to contain the boiler pressure. This is accomplished by staybolts, which are essentially large-diameter threaded rods, spaced closely together to keep the flat firebox sheets from pulling apart due to the pressure.

Due to the geometry of the boiler, staybolts must be fabricated in different

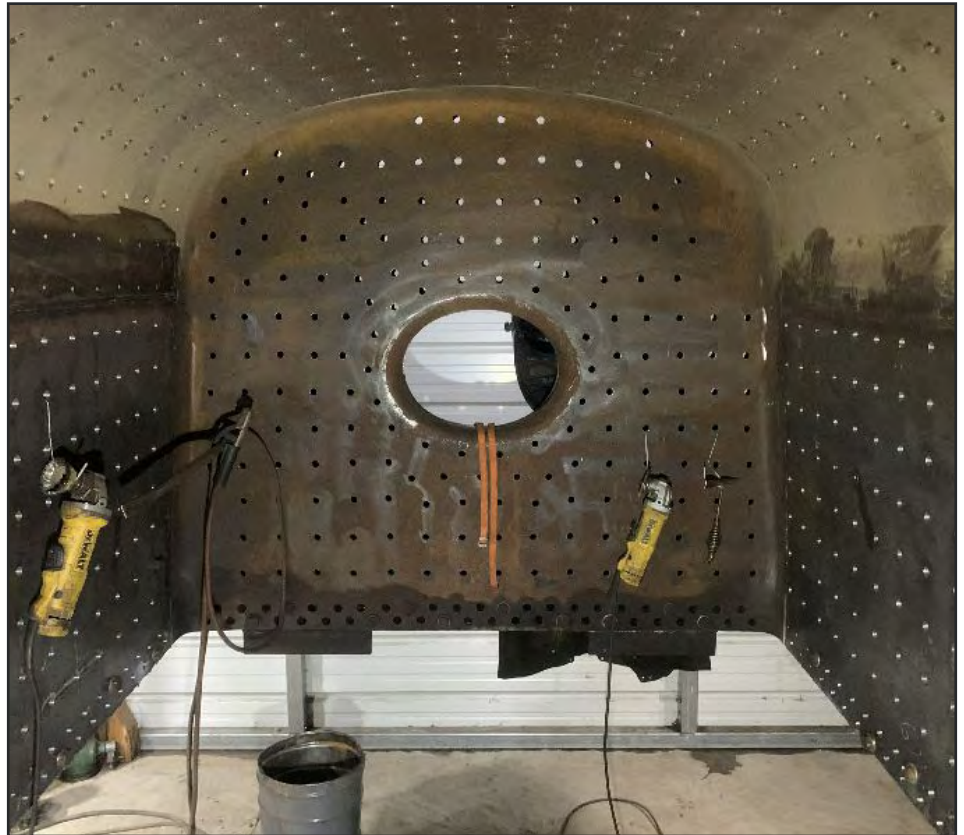


Photo courtesy of: Stathi Pappas – Stockton Locomotive Works.

The inside SP 1744's new firebox with holes drilled for new staybolts.

lengths, and there are a few different configurations. Since they are used in a pressure vessel, they must be fabricated out of certified materials. They also have unique threads, which requires them to be machined. These special requirements mean that a staybolt can cost anywhere between \$50 (for a side-sheet staybolt) to \$130 (for a flexible corner staybolt assembly). With around 1400 staybolts, this means upwards of \$70,000 for the staybolts alone. This is where we need your help.

In this “season of giving”, we’re requesting donations to help offset the expense of staybolt fabrication and installation. Enclosed in this issue of the Club Car is a fundraising flyer with an option to either donate on-line or via mail. Any amount is appreciated. With your help, we will continue our efforts to bring this locomotive back to steam

and ensure the preservation of steam railroading in the Bay Area for future generations.

Respectfully,
The Pacific Locomotive Association



Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

Racing to finish the last leg of the Pacific Railroad, Summer 1869

By Victor K. Wong

Last month, guest writer Victor Wong told us the tale of how the first iron road in Alameda (Niles) Canyon was built. This month, he gives us the concluding tale: How the last leg of the Pacific Railroad from Sacramento to San Francisco Bay was finished.

This last leg from Sacramento to San Francisco Bay was first begun in 1865-1866 by Jerome Cox and his gang of 500 builders, predominantly Chinese, starting from the San Jose end of the San Francisco & San Jose Railroad. They built 20 miles of track up to the middle of the Alameda Canyon at MP 32.8, when Cox stopped. In February 1868, John Ryan (of Turton, Knox & Ryan) and his gang resumed work on this last leg, starting from Sacramento southward. In June 1869, the Ryan gang picked up where Cox stopped at MP 32.8, building eastward up the Canyon. Meanwhile, Stanford sent his ace construction boss James Strobridge, with his gang, to build from the San Jose Junction in the Canyon at MP 30.6 westward down into Alameda valley. On August 14, 1869, the Ryan gang laid the last rail at Pleasanton in Amador valley. Thus, the first iron road in the Canyon, between MP 29.2 and MP 40.6, was completed. (See last month's Tales for details.)

Beyond the Canyon, there were two heavy projects on this last leg: the Livermore Pass and the Mossdale crossing. In September 1868, Turton, Knox & Ryan took over the gigantic Livermore Pass job from a previous contractor who had failed to carry on its work. It involved (1) boring the second longest tunnel in the entire Pacific Railroad, with a large 22-ft by

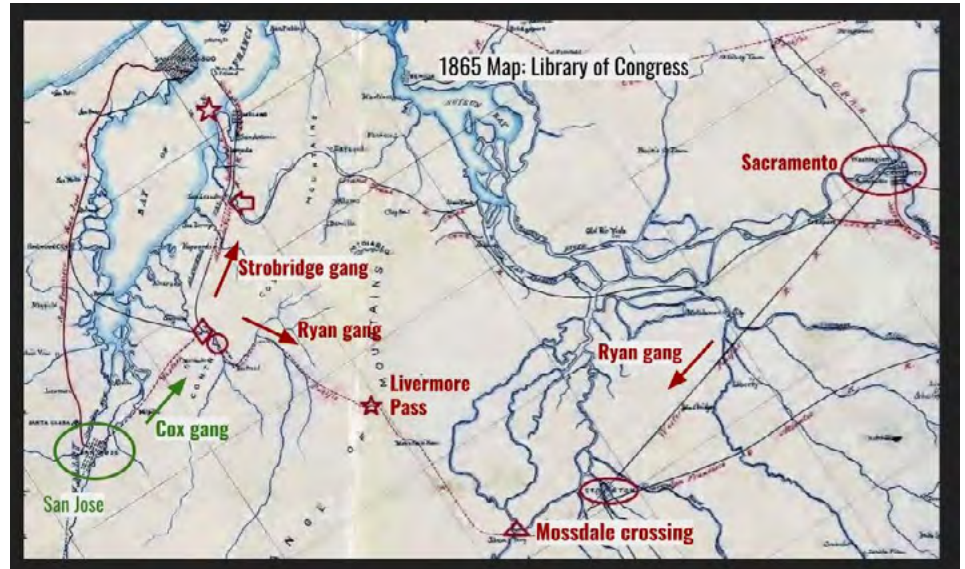


Fig. 1. Three gangs on the last leg from Sacramento to SF Bay: (1) Cox gang from San Jose (left bottom) to Alameda Canyon MP 32.8 (red circle); (2) Ryan gang from Sacramento (right top) working South and from Alameda Canyon MP 32.8 (red circle) working East; (3) Strobridge gang from San Jose Junction MP 30.6 (diamond) working North to San Leandro Junction (open arrow).

24-ft bore 1,200-ft long; as well as (2) carving deep cuts, as much as 1,400-ft long by 42-ft deep, moving up to 100,000 cubic yards -- both done by hand through sandstone and shale rock. Stanford underscored its critical importance to the Pacific Railroad by stating in February 1869 that only when the heavy work being pushed through Livermore Pass was done would work start on a line to the Oakland terminus.

By Spring of 1869, Turton, Knox & Ryan was given another major engineering project, the Mossdale crossing of the San Joaquin river/slough. It consisted of two 150-ft wooden trestles and a 75-ft ironwork drawbridge, to be built in the CP Sacramento shops, supported by miles of steam-driven pilings. The pile driver along with a dredging machine

were the only two powered machinery used on this last leg of the Pacific Railroad.

The heavy work of the 2,000-strong Ryan gang triggered a July 1869 Sacramento Bee editorial: for tunnel work at Livermore Pass, white men were paid \$45 per month with board, whereas the Chinese were paid \$37.50 per month and had to board themselves. Noting that the Chinese "do more work, man for man, than the white men!" the editorial went on to say: "The difference in price is, allowing \$5 a week for board, \$29.50 per month, and yet the men who receive the higher sum do less work than those who receive the lower!"

In the assessment of historian Shelley Fisher Fishkin, "despite the punishing

Dexter D. Day - Operations Manager

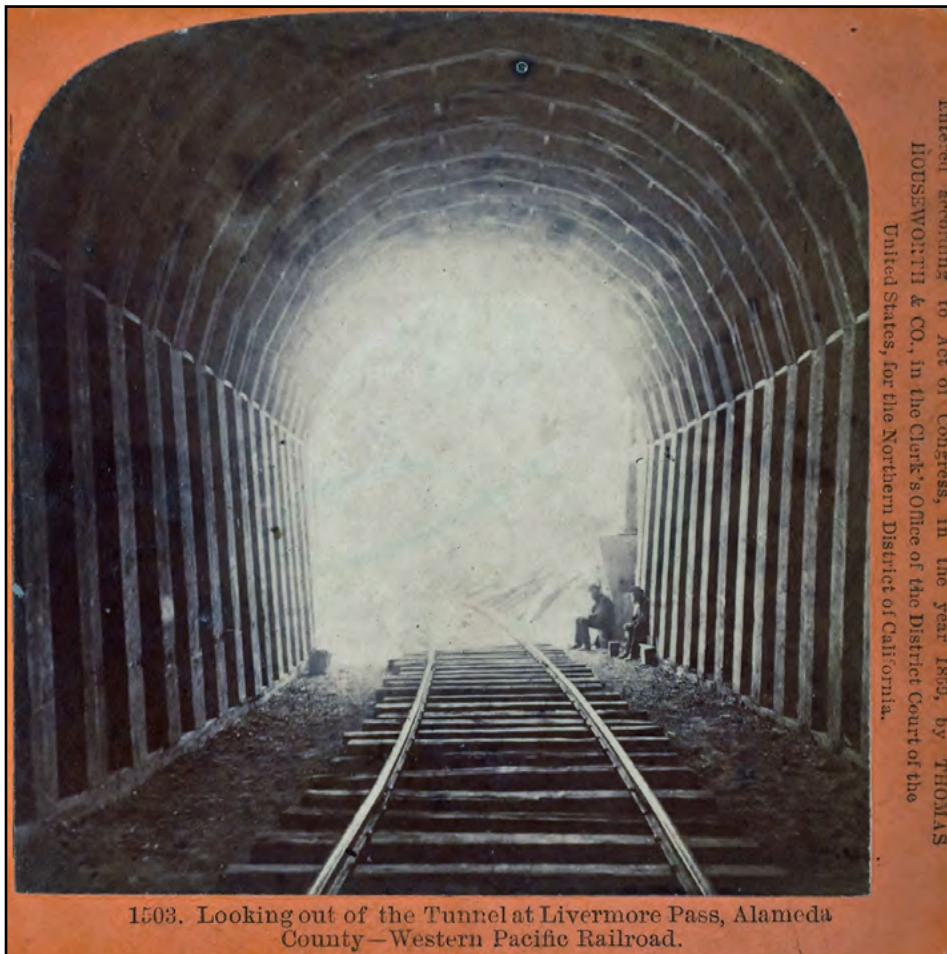


Photo: Robert N. Dennis Collection, New York Public Library

Fig. 2. Livermore Tunnel: 22-ft x 24-ft bore and 1,200-ft long, second longest in the entire Pacific Railroad, exceeded only by the Summit Tunnel in the Sierra. Entire tunnel was lined with timber because of the shale rock.

physical hazards they faced on a daily basis and despite violence they met at the hands of white supervisors and white workers -- Chinese railroad workers in the United States accomplished wonders."

Racing To Finish.

By mid-Summer 1869, Stanford made public his hopes that the last leg of the Pacific Railroad from Sacramento to San Francisco via Oakland would be completed in time for the 1869 State Fair at Sacramento to accommodate Bay Area visitors to the Fair. In this manner,

he set, perhaps inadvertently, a single target date -- Monday, September 6, the State Fair's opening date -- for all the sundry and diverse pieces of the Railroad under construction. And the race was on!

For the two major engineering projects of the Ryan gang, the Mossdale bridge crossing and the Livermore tunnel, the race as to which one might be finished first, and thus not be the controlling point of delay, kept flip-flopping. At the end of May the tunnel was thought to be the laggard; in June the bridge; in July the tunnel; and in

August the bridge. On August 18, the tunnel was timbered out; the tunnelers started to return to San Francisco on crowded stage coaches and some on foot. On August 24, the ironwork for the drawbridge was completed at the company's Sacramento shops and began its journey to the San Joaquin River at Mossdale. A week later, on September 1, the first passenger train passed through the completed Livermore tunnel. This race was over (Oakland News): "the only delay... is the unfinished bridge over the San Joaquin river".

In June 1869, two track-laying races were set in place, one for each gang. The Ryan track-laying gang started from the two ends of their 100-mile line and raced towards the middle in the valley -- one from Sacramento southward and other from MP 32.8 in the Canyon eastward. On August 8, the first passenger train made its way from Sacramento down to Stockton; three days later, 2,500 folks from Sacramento traveled on a single train half-mile long to Stockton for a huge celebration. From the Canyon end, track layers working eastward reached Pleasanton by August 14 and a few days later Laddsville (now part of Livermore). By August 26, the eastward track reached the Livermore Tunnel, while the westward track was laid to the San Joaquin River. At the end of August, six days before the State Fair's opening, the eastward track entered the San Joaquin County to within 13 miles away from the River where the westward track was. This valley track-laying race was heading to the wire.

For the Strobridge gang, the bayside race was simply to get the tracks down to the Bay. On August 7, the track layers reached a point three miles northwest of Vallejo Mills, with the graders out near San Lorenzo. By the end of August, the northwestward

Continued on next page

Tales of the Past

Continued from previous page



Fig. 3. The Big Cut at Livermore Pass. About 100,000 cubic yards of shale rock had to be removed by hand with horses and carts.

As the sun rose the next day -- the grand opening day of the 1869 State Fair at Sacramento, Monday, September 6 -- the Ryan gang at Mossdale crossing



Fig. 4. Mossdale bridge over San Joaquin river, where the last rail was laid on September 6, 1869, to complete the last leg of the Pacific Railroad from Sacramento to San Francisco Bay.

Thus, on Monday, September 6, 1869, the first through train from Sacramento to San Francisco Bay, which left Sacramento at 10 am presumably

I would like to thank Victor Wong for an interesting article on the history of building and completion of the railroad that we operate on today. With that said, another tale comes to a close.

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NILES CANYON RAILWAY

2022 Niles Canyon Railway Train of Lights



Photos by Chris Hauf & Don Buchholz

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership

New members:

Ashton DelGaudio; Bryson DelGaudio; Michael DelGaudio; Tricia DelGaudio; Mason B. Denton; Alex Dion; Steve Elkins; John Lampe; Karen Lampe.

Also, as a reminder many of our members' memberships are up for renewal around this time of the year. This includes Life Members. If you are a Life Member and receive a renewal notice from Club Express this is normal. The system is set up this way so that when you receive a reminder you contact us. This way we know if you are still alive and railroading. I try to go through the list and update the renewal date for each Life Member, but sometimes I miss one. The major problem is when you have a family membership and the primary member is a Life Member, Club Express cannot separate Life Members from regular members. This leads to the problem of notices going out to Life Members.

If you are having any problems renewing online, please contact me and I can walk you through it. You can always send a check in the amount of your dues \$48.00 for primary, \$24.00 for secondary adult, \$12.00 for children to:

PLA

Membership Secretary

PO Box 515

Sunol, CA 94586-0515

By the time you receive your Club Car we should be about half way through the Train of Lights. At this time, I would like to thank everyone for their help this year.

We are always looking for volunteers to come out and help with projects around the railroad. There are many areas that always need more support. Remember the more hands involved the easier it is to get the job done.

Another reminder there will be no Board of Directors or Membership meeting in the month of December. It was decided that because of the Train of Lights with many of the board members being involved with the train

it was best to cancel the meetings.

If you have an email address and are not getting emails from us, please contact me so that we can update your records. We have gotten several notices back from Club Express when meeting notices are sent out saying that some were undeliverable. If we do not have the correct information, it makes it hard to inform you as to what is going on in regards to meetings and other information that needs to get to you. Most of the information is covered in the Club Car. The email gets out faster than snail mail.

Rich Alexander



Photo by Chris Hauf

The crew has track jacks deployed to bring the process of jacking the track to the proper level for that location before the tamper sets the stone under the ties.

When doing online shopping with Amazon, go to [Smile.Amazon.com](https://smile.amazon.com) and type in "Pacific Locomotive Association". You can set the PLA as beneficiary of a quarterly contribution of 0.5 percent of eligible purchases you make. Add up this small amount from all of us and your railroad will see real money!



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Boy Scout Railroad Merit Badge Class

On Saturday, October 29th, we had the first Boy Scout Railroad Merit Badge class in several years. Zonker Harris used to put these classes on, and since he moved to Oregon no one was interested in taking his place in doing this. Last year during the Stroll and Roll, Henry met Eve Little, who is involved with Mission Peak Troop 186. She asked if she could help with starting the railroad merit badge class again. She scheduled several Zoom meetings with herself, some counselors interested in helping and Rich and me. The date was set, and the day of the event went well for this being everyone's first time.

The boys started arriving at 8:30 a.m. Dave Hipple was on the gate and told the parents to park outside and walk in with their child, I was further down and showed them where to walk to get to the White House. The White House was used for registration. Since there were only 14 boys, everything was done there and not broken into smaller groups like planned. They went over the items they were supposed to complete before the class; Eve had them scan and send her their paperwork before the day. Dexter was there to be interviewed and he gave a lot of railroad information, and Rich was there to also talk. Several breaks were taken throughout the class. During lunch they also talked about signals. Eve filled out their blue cards while the talks were given and questions were answered. Around 12:30 everyone walked around the yard and looked at the equipment, Gerald DeWitt gave a little talk about the 2479 steam engine. The scouts and adult scout leaders were amazed at the size of it. Then Steve Barkkarie, Dexter, and Rich gave them a ride on the M200, the big highlight of the day! They went back to the White House to gather up their stuff and get their blue cards. Parents picked them up around 2:00. Eve is working on putting together a procedural manual to give us for other scout troops interested in putting on their own railroad merit badge classes



Photo by Donna Alexander

The boy scouts and leaders posing with the 298 after the classroom work.



Photo by Donna Alexander

Scout counselors Jacob Fewx and Mathew Clayson talk during the railroad merit badge class.

with us.

Thank you Zonker for all of your hard work with the railroad merit badge classes and we hope we can continue them. Thank you Dexter, Rich, Dave, Gerald, and Steve for helping that day.

donna alexander



Photo by Donna Alexander

The scouts relax on an M200 ride after a hard day's work in the classroom.

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Photo by Chris Hauf

The newly reworked and repainted 'Park' car really shines in Niles with all of its TOL decorations.