



THE CLUB CAR



Bulletin 715

Pacific Locomotive Association, Inc.

March 2023



Henry Luna Photograph

Southern Pacific #1744 pulling the May 4, 1958 railfan excursion across a trestle on the Knights Landing Branch.

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The Steam Crew has been busy the last couple months with a bunch of different projects of which the priority has been preparing for the return of steam operations in March. The Clover Valley #4 is being inspected, cleaned - as it is amazing how dirty the locomotives become NOT operating - and moved back outside into the tent for further inspections of the running gear. We are excited to be running steam again and fortunately it looks like we

have not missed all the cool weather as steam always looks beautiful in cooler weather and as a bonus is much easier on the crews.

We have also been spending a lot of time organizing and doing repair work in the shop. Gerald DeWitt and Chuck Kent with some electrical help from Dan Loyola have got our radial arm drill press up and running again. We purchased this machine many

Stacktalk continued on Page 8

OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

NILES CANYON RAILWAY

MEETINGS

General Meetings are held in January, March, May, June, July, and October.

Board of Directors Meeting

MARCH 10
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

MARCH MEETING
CANCELED

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 in **WORD** text format.
Submit photos in jpg format

A **WORD** file with the photo number, description of photo and identifying the people in them
IS REQUIRED.

JOIN THE PLA

Yearly Membership Dues:
Primary \$48.

Second adult \$24, Child (under) 18 \$12.

Payments can be made on-line through
info@ncry.org, or by check mailed to:

Membership Secretary
Pacific Locomotive Association
P.O. Box 515, Sunol, Ca 94586-0515.

BOARDING LOCATIONS

SUNOL DEPOT

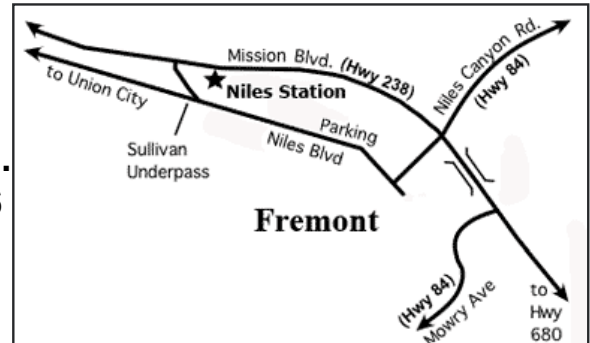
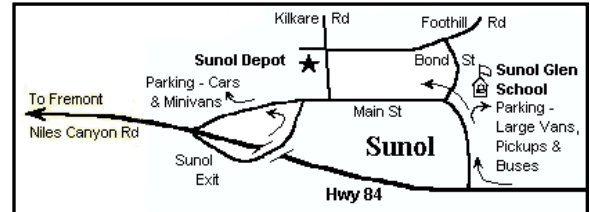
6 Kilcare Road
Sunol, CA 94586

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 Siegwath
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 2nd Friday of January, March, May, June, July and October at 7:00 p.m. in the Whitehouse at Brightside Yard. 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

March Activities

March 4	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
March 5	1st Sunday	Speeder Charter, 10 am - 6 pm - Jim Evans
March 10	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
March 11	2nd Saturday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
March 12	2nd Sunday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
March 18	3rd Saturday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
March 19	3rd Sunday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
March 24	4th Friday	School Train, 10:00 am - Niles - The Alexanders
March 25	4th Saturday	Wedding Charter, 5:45 pm - 7:45 pm - Sunol - Jim Evans
March 25	4th Saturday	Brush Cutting, 7:30 am to 4:00 pm - Brightside - Mark Whitman

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 1,700 volunteer hours for the month of January. 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
Joe Scardino
Kent Hedberg
Mary Asturias
Rich Alexander
Steve Slabach

Archives & Library

Brian Hitchcock

Car Department

Bruce Burke
Chris Campi
Chris Hauf
Dee Murphy

Car Department

Dennis Mann
Howard Wise
Jack Harrington
Jorg Linke
Lou Bradas
Matt Petach
Peter Bradas

Commissary

Doug Debs
Jack Harrington
Sue Thomas

Electrical &

Signals

Bent Christensen
Bruce Burke
Curt Hoppins
Derek Lyon-McKell
Jim Stewart
Joe Romani
Logan Rubasky
Steve Knoeck

Facilities

Bob Bailey
Doug Debs
John Zielinski
Linda Stanley
Mark Whitman

Facilities

Matt Petach
Rich Gove
Steve Jones

Gift Shop

Patrice McDonald

Mechanical

Alan Siegwarth
Art Randall
Charles Franz
Chris Hauf
Chuck Kent
Dee Murphy
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Schwab
John Blaine
Justin Legg
Karl Swartz
Linda Stanley
Rich Gove

Meetings

Alex Castro
Bent Christensen
Bob Pratt
Charlene Murrell

Meetings

Chris Hauf
Curt Hoppins
Dan Mills
Dave Burla
Dave Harris
Dee Murphy
Derek Schipper
Donald Kirker
Donna Alexander
Doug Vanderlee
Ed Best
George Childs
Henry Baum
Jim Baber
Jim Evans
Jim Stewart
John Zielinski
Jorg Linke
Justin Legg
Karen Kadaja
Karl Swartz
Kent Hedberg
Kurt Olsen
Laura Bajuk
Leslie Smith
Liam O'Leary
Linda Stanley
Lou Bradas
Mark Miller
Mark Whitman

Meetings

Marshall Williams
Matt Petach
Mike Strider
Pat Stratton
Patrice McDonald
Paul Veltman
Peter Midnight
Rich Alexander
Rob Giles
Roger McCluney
Stephen Knoeck
Steve Barkkarie
Steve Jones
Steve Slabach
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
Mark Whitman
Matt Petach

MOW & Track

Mike Pechner
Mike Strider
Rick Cory
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Knoeck
Steve Meyer
Wesley Van Osdol

Other

Adam Weidenbach
Alan Siegwarth
Barry Lependorf
Bob Pratt
Chris Hauf
Curt Hoppins
Dave Burla
Dee Murphy
Dexter Day
Donna Alexander
Doug Vanderlee
Ed Best
John Abatecola
Matt Petach
Mike Strider
Patrice Warren
Randy Ruiz
Rich Alexander
Tim Flippo
Tom Eikerenkotter

Other

Warren Haack
Zonker Harris

Switching Crew

Ed Best
Gerry Feeney
Jim Stewart
Rich Gove

Train Crew

Doug Vanderlee
Gerald DeWitt
Gerry Feeney
Henry Chandler
Matt Petach
Ron Thomas

Train of Lights

Undecorate

Dave Hipple
Denis Murchison
Dexter Day
Donna Alexander
Ed Best
Joan Weber
John Link
Linda Randolph
Marshall Williams
Phil Stone
Steve Van Meter
Tim Flippo
Tom Crawford

President's Report

Henry Baum - President

While our volunteers have been busy ditching and removing downed trees from the Right of Way, I have been dealing with the government side of damage mitigation. First it took some convincing, but Alameda County finally realized it would need FEMA support to repair some of the significant damage that has occurred, mostly to County roads. Senators and Assembly members began working with the Cal Office of Emergency Services to identify how much damage was in need of help. Then FEMA and the Small Business Administration set up shop to help victims get the help that was available. Sadly, it eventually became clear to everyone that, as we do not own the property that was damaged, we couldn't apply for the aid, even to assist the County in doing so. So, just like we did in 1998 or so the County Public Works will have to get FEMA to identify contractors to do the repairs. There are a number of small jobs relating to culverts that need resolution, and the big damage that occurred to the pier of the Arroyo De La Laguna Bridge. This damage needs to be evaluated, a repair engineered, and then repaired by a professional bridge company to prevent further damage, but it currently has no direct bearing on the bridge's safety. This will drag on into summer, no doubt.

I am sure the next bit of news will generate a lot of reaction, some good, and some bad. It took several years but we have finally resolved the disposition of the City of Oakland Assets that have been under PLA control since 1990. If you have joined the organization in the last 15 years or so, you may not know the history of these items. Deemed a nuisance in Oakland's Harrison Park, the City of Oakland loaned the items they owned to railroad preservation groups. One of the passenger cars went to Rio Vista, and the SP business Car 'Western' as well as the SP2467, which is a large Pacific type (4-6-2) steam locomotive, went to PLA. We

were to remove the items from the park, restore them, and then use them for various activities to the benefit of the City of Oakland. The SP2467 was restored to operation by the Steam boys led by then PLA Chief Mechanical Officer Errol Ohman. About \$200K of PLA funds were expended moving and restoring the locomotive, and we estimate about 20,000 volunteer hours. It made a world famous appearance at the 1999 Steam Fair at the California State Railroad Museum (CSRM) in Sacramento where it was a highlight of the festival. It also was famous for making the trip from Oakland to Sacramento and back under its own power with Errol as engineer, rather than being towed by a UP locomotive!

The locomotive was towed to the Golden Gate Railroad Museum (GGRM) (which owns fellow SP P-8 2472) at the Hunters Point shipyard in San Francisco, where 2467 was stored and put into occasional excursion service with the 2472. When GGRM was ordered to relocate from their Hunter's Point location, GGRM's collection was towed to Niles Canyon in 2006, where the SP2472 ran numerous excursions until they planned the relocation away from Niles Canyon in 2015.

No. 2467, which was still controlled by the PLA, was subsequently towed back to the CSRM in Sacramento, where a long-term loan was signed to keep the locomotive in storage at the CSRM's property. As of 2022, No. 2467 is still stored serviceable, although it had reported a problem with one of its axles when under tow.

The desire to see 2467 operate on the Niles Canyon Railway seemed to dissipate, as it was coming up on its boiler tube limit and the expense was not something anyone wanted to support, particularly because we did not own the locomotive. It was also felt that it was really too large for regular operation on the NCRy, and with the 2472 leading some excursions, the desire for big steam was being met.

Now the 2472 is in Schellville, but the 2479 has arrived in Brightside from its prior home in San Jose, and once restored, will be able to pull special excursions on the NCRy.

Spending money restoring equipment we don't own is a tricky subject. That is one of the reasons no real restoration has been performed on the Business Car 'Western' beyond stabilizing it to minimize further damage. Spending money to restore the 2467 back into service was not economically justifiable. A dialogue was established between the City of Oakland's Mayor's Office and the PLA to try and resolve this issue was begun. While the City really did not really want to own railroad assets, they did want to see them preserved. The original agreement was not friendly to the PLA, especially if we defaulted on the terms. The current agreement could not be met by the PLA without suffering a significant (ruinous?) financial downside.

While this was going on, CSRM contacted me to see about removing the 120-ton steam crane CSRM donated to PLA many years ago. At that time I learned that CSRM was not really interested in keeping the 2467, again as they didn't need it or own it. Hard to justify the space these items take up when nobody is paying storage fees. They are also trying to get non-state owned items off the property. The costs of moving these items is quite prohibitive, so it makes sense to own the equipment you have on property so you don't have to move it on demand. We could not really afford to move the 2467 if we had to move it.

Negotiations between the parties ultimately came to the following terms, with minimal conditions regarding ownership:

1. The Oakland City Attorney agreed to terminate the agreements for the Western and the 2467 without penalty if satisfactory solutions for the ownership could be found.
2. The Western business car ownership

NILES CANYON RAILWAY

President's Report

Henry Baum - President

would transfer to PLA to prevent having to relocate it to some other location.

3. The SP2467 ownership would transfer to CSRM, again to prevent having to relocate it to some other location.

While I will probably be accused of giving away PLA assets to CSRM that can never be true. We did not own 2467, and we probably really never would have brought it back to operate on the NCRy. It just would not be financially prudent. CSRM would not be able to continue to store the 2467 without ownership, so it was the prudent decision. We do own the 2479, so money spent on it will eventually add value to the organization.

The 2467 was a very important part of the history of the development into the premier Railroad Preservation Organization we have become. It will always have a part to play in our history. If not for those efforts, it might have been unlikely that PLA would have been considered to receive the Santa Clara assets. Twenty years from now, we may decide it would be valuable to own the 2467, and CSRM would probably be happy to turn it over to us if conditions were favorable. Also, our good relationship with CSRM will allow us to trade equipment back and forth if it can be moved economically. We could borrow the 2467 and they could borrow the Krausse Maffei. I would rather borrow the Cab Forward, personally.

We also will need to do a better job of preserving and protecting the items we do own. I still want to see the 1269 cleaned up for display down in Niles, as a sample show piece for our future

museum. Need someone to champion that effort.

I am happy to report that Chris Hauf has agreed to take on the position of Marketing Manager to keep our efforts focused. Since Gail Hedberg's illness forced her to step down, we have been suffering from a lack of guidance and direction on this front. Chris has experience from his work at other museums, as well as already being the principal for all of our online activities. Chris will be a good fit, but he will need help from others to accomplish what needs to be accomplished. I know a number of you will step up, now that you know you won't have to be in charge. I feel our marketing efforts need to focus on ensuring everyone in California and beyond knows the Niles Canyon Railway, and what we are doing for the community.

Similarly, Justin Legg has volunteered to

lead our Strategic Planning committee. This will focus on the things we need to do as an organization to accomplish the goals of the organization going forward. The committee members have been identified, and I look forward to seeing reports from this committee going forward.

We still need your help though. Whether helping dig out culverts or planning train events, we need volunteers to make it happen. Make 2023 the year you come out and volunteer.

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. I REALLY want to hear your thoughts on what we should be doing to move the organization forward.

Respectfully submitted
Henry Baum



Chris Hauf Photograph

Chris Campi works to free the wooden seat backs and bottoms from the K.C. Bones to allow them to be refinished while the car is being repainted this winter/spring.



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

Along the Right of Way

Stephen Barkkarie - General Manager

We have been very busy during our forced hiatus from running trains for the public. As you may know from last issue, heavy rains really did a number on us at the start of the year, leaving us multiple plugged culverts and mudslides to clean up before we can safely carry passengers and caused a delay to most other activities at Brightside yard. With the extra month, our volunteer forces have successfully put the TOL decorations away for another year and the planned restoration projects have begun in earnest.

To battle the mudslides, MOW has pulled out the big gun. One of the concepts when designing the "Heavy Hauler" transport was to be able to use our track mounted excavator out on the mainline and, due to the record rainfall, boy did we get a chance to try it out. For multiple days the machine was seen down the line removing tons and tons of debris from the ditches. Our expert operator, yours truly, and the designer/builder of the transport, Doug Vanderlee, spent scores of hours using this amazing combination to great effect leaving behind wide clean ditches and culverts.

So nice in fact that Public Utilities Commission inspector, Jim Ridgway, commented "that really looks good" on his annual inspection. Oh yeah, did I mention in the middle of everything else going on we received word that the Federal Railroad Authority would like to come out to inspect our operation. So, our local FRA inspector, Brian Chavez, and the aforementioned PUC representative took a ride with Chief engineer Mike Strider and me to witness the conditions. They looked over our weekly inspection reports, measured our switches, walked our bridges and generally gave us the once over. I am happy to report that even though our plugged culverts are a track defect, our track is not in service, and we



FRA Inspects Farwell Bridge.

Stephen Barkkarie Photograph

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

are obviously working on the solution, they did not hit us with any violations. I actually heard the comment made that "you have a tight little railroad here". I'll take that as a compliment.

In Brightside, our switching crew has put together the train consist for Spring operations (Tickets are on sale online.), the car department has jumped right in on the "bones car repaint", windows have been received for the "Gothic Peak" sleeper car and the "Ranch" car is sporting a sample of the new paint job on one corner. The faithful Wednesday Warriors are back at work ready to finish the interior of the All-Day-Lunch and are looking forward to the next project. Brake crews have been busy overhauling the brakes on the "Combine" for the required COTS, (That refers to Clean, Oil, Test, and Stencil a once in five years inspection required for railroad cars.), and the steam department is back at work on the #1744 project as well as getting ready to pull some trains this month.

Around Sunol folks are recovering from the storms. Foothill Road remains closed due to a road failure about a mile from town, and the effect on traffic has been to cause long backups for those cutting through town and the resultant delay on Hwy 84. (Many days it has taken twenty minutes to travel the mile between Brightside and Sunol) The community, including members from the PLA, pitched in to help clean up the school which really took a beating from the flooding and our Depot Garden was not immune to the savages of the wind. Several oaks lost branches and one pine tree was knocked down. As we learned last year the trees are our responsibility and so with the help of the local "friends of the Depot Garden" our tree crews cut up and chipped the fallen wood. Also in the Garden Kinder Morgan has identified several trees (or branches) that are obstructing their



Doug V. and Steve B. assemble MOWs new ditch cleaning combination.

aerial view for pipe inspections. They (KM) met with the PLA, the "Friends", and a professional arborist to come to agreement on how to proceed. Everyone seems to be happy and are working together to solve the problem.

Our operations department has received multiple requests for charter trains through the local Event Center, we have scheduled School trains again, the West coast Speeder group is scheduled to offer public rides (watch the website for more info) and the commissary folks are hot to start offering special occasion trains again (more on that as Plans firm up), and the town of Niles is excited to have us run trains during its upcoming "Charlie Chaplin Days". Also, Alameda County has announced they will sponsor another "Stroll and Roll" event later this year in September and the Niles Canyon Railway will of course have a display at the Sunol Station.

2023 is coming on strong for us and we need all the help we can get. Spring is around the corner and with it will



Stephen Barkkarie Photograph

Nice clean ditches.

come longer days and warmer weather, perfect for getting out for some fresh air and enjoying our beautiful Canyon while preserving the amazing history that is around every corner. Make it a point to spend some of your time leaving your own mark on history by supporting the PLA. If you don't have time to spare, pick your favorite project and make a financial contribution, you won't regret it and we will appreciate it.

Stephen Barkkarie
General Manager

Stack Talk

Alan Siegwarth

Continued from Page 1

years ago from a friend's machine shop when they went out of business. Gerald also purchased a shelving unit and organized all the tooling we received as well – the drill will be a huge help in the shop! Work continues on cleaning the boxcar and we are almost to the point where we can start putting material back in the space we cleared. We can't wait to get the boxcar project completed so we can start unpacking and organizing the SP #1744 parts that were shipped from Alamosa.

The suspension and framework has continued on the SP #1744. Art Randall continues machining suspension components and is now working on the engineer's side spring pack bars. John Blaine has been assisting with weld repairs on some of the holes while Charles Franz continues working on the frame crossmember and taper bolts.



Alan Siegwarth Photograph

Chuck Kent and Gerald DeWitt pose with the now operating Radial Arm Drill Press. The operating drill press is a huge addition to the shop and we will be using it for the SP #1744 rebuild in the near future.



Stockton Locomotive Works Photograph

Machining a driving box wedge face.

We also are working on rebuilding the boiler support bracket as well – this will require making a new support plate (the material has been purchased) as the old one is not repairable. There is still lots of work to do on the frame but we are making progress. Stockton Locomotive Works has been working on machining the driving boxes and supplies have been arriving for the boiler work including hundreds of new flexible staybolt caps and sleeves.

In addition to helping with the #1744, the SP #2479 crew has been busy in San Jose preparing and moving materials. They spent quite a bit of time moving their GE 65-ton locomotive so it can be loaded on a truck and moved to its new home at the El Dorado Railroad Museum.

Finally, the Steam Crew has been working with TSG Multimedia over the past several years on video updates of the work on the SP #1744. John Abatecola does a fantastic job on these video updates which help get word out about the project, hopefully encourage



Stockton Locomotive Works Photograph

A box of newly machined caps have arrived for future installation.

donations and new volunteers to support the PLA. The latest episode, "Niles Canyon Railway SP 1744 Update Frame Work," is on Youtube at https://www.youtube.com/watch?v=S6EIJ-L_teY in case the Club Car readers are unaware of these updates. This is the fourth episode in the series and if you have not seen them, search for SP #1744 on the TSG Multimedia Youtube Channel to find the others – they are interesting and produced excellently by John.

Alan Siegwarth

NILES CANYON RAILWAY

Culvert work along the RoW



Chris Hauf Photograph

After pulling the dirt from the culvert, the dirt was dropped on the other side of the railroad where another crew with the backhoe could move it to a proper place on the right-of-way.



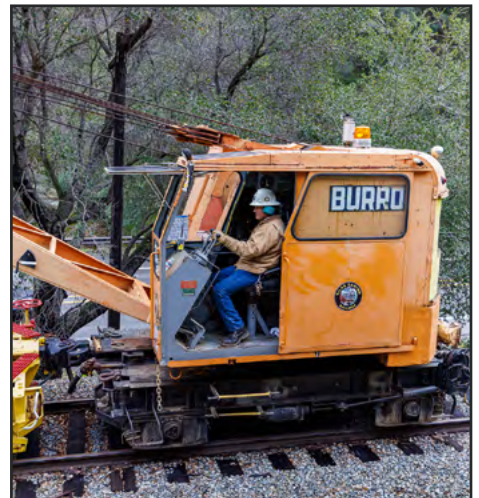
Chris Hauf Photograph

Stephen Barkkarie guides the GradAll using its rotatable bucket to get just the right attack angle for the work.



Chris Hauf Photograph

Looking down... The digging continues as taken from up on one of the slopes which gives a feel for just how steep some of them are and why they are so prone to failure in heavy rains.



Chris Hauf Photograph

Moving the Hauler to the next location to dig. Doug was the lead that created the heavy hauler for the NCRy.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

WHAT! THE WP 165 TO BE SCRAPPED? PLA TO THE RESCUE.

It is the early part of Summer in 2003. The drainage project at Brightside is coming to a close. More track space is becoming available and things are starting to shape up. The railroad right of way work continues being built and upgraded. The M200 has made it to End of Track at Verona Road at a snail breaking speed of 3 mph. But that run officially opened that portion of track which becomes very important in future developments to the East. Yes, things were beginning to look good. This is where this Tale begins.

We got a call from Alameda County for Pleasanton Fairgrounds wondering if we would like to acquire another steam locomotive. It seems that the area the WP 165 is sitting at is being redesigned for something else for the Fairgrounds. One thing we do not need is another steam locomotive, our plate, that is pretty full with steam locomotives that need to be rebuilt. The other alternative: the County and Pleasanton Fairgrounds were to have the engine cut up for scrap. The WP 165 was built in November 1919 by the ALCO for the United Verde Copper Company. Originally, it was given a number of 87. The engine served the Arizona-based company for nearly a decade before she was sold to the Western Pacific in 1927. In 1957, the engine was retired. Instead of scrapping the locomotive, the locomotive was donated to the City of San Leandro in the early 1960s. After sitting on static display at San Leandro's Bart Station and later the Alameda County fairgrounds, it now seems that the PLA will be coming to the rescue of WP 165 from being scraped. So, in 2003, the PLA gained ownership of the Locomotive and now it was up to us to get the engine off Pleasanton Fairgrounds property sooner than later.



Chris Hauf Photograph

Henry Luna Photograph

Steve Rusconi and Gerald DeWitt standing on ties for safety watching aligning.

The Western Pacific Railroad Museum at Portola would like to have the WP165, but there is no way they could move the locomotive at this time. So, it looks like the PLA was going to save and move the locomotive. Being the GM, I was the one that had to arrange for the move. So, I had to see what laid ahead for us. A group of us got together and went over to Pleasanton to see what it was going to take to move this locomotive. The trucker was there and we looked over the area. The trucker said he wanted to park the truck over on the concrete angle which looked like it would support the weight of the truck and trailers. Great, that gave us a bend of 30 degree in the track.

This is going to be fun. One thing that we had to protect is the Fairgrounds

property. In other words, don't disturb the grass. When moving day arrived, we loaded up all the tools and material we would have to take with us to make the track and wedge to keep the degree



Henry Luna Photograph

Steve Rusconi pounding in a spike to shore up a tie for engine move.

Dexter D. Day - Operations Manager

of turn. It turned out that we had to use spikes into blacktop to hold the degree of turn that was needed.

We showed up early in the day. The truck was already there in the area we decided on. We unloaded the rail and ties and spread them out. We all got together and held a job briefing on how we are going to attack this build. Also, where not to stand in case something doesn't hold as it was planned. As the morning went forward, the rail continued to move forward toward the truck. Track had to be gauged and angle sort of set as turn the was built. Then it happened, the bucket of back-hoe hit the rail on a turnaround. Not good. It was like a spring. Rail is straight and when you bend it, it causes pressure on the rail. So, as you bend the rail you have to anchor it. The holds pulled up and the rail sprung back to straight track. Glad we held that job briefing. Nobody got hurt. They said this was not going to be easy. By early afternoon, the track was back on track as you would say. After the track was all in place, the tow truck ran out the cable and it was attached to the locomotive. Everything was double checked. The tow truck started to reel in the locomotive. After all these years sitting, the WP 165 is on the move again on its own wheels. I've got to say, for sitting for such a long period of time, it was moving ok. In other words, it wasn't making a bunch of strange noises. It shouldn't, I think half of Chevron's lube supply is in all its bearings. Once the locomotive was around the curve, the tow truck was repositioned and the cable was reattached to bring the locomotive onto the trailer and into position for transport to NCRY. Once the locomotive was loaded it was time to turn our attention to the tender. A lowboy was positioned and the tender was loaded without any problem. It was time to clean up the area for the Fairgrounds. The crew

Continued on next page



Henry Luna Photograph

WP 165 slowly making it through tight turn being towed toward truck.



Patrice Warren Photograph

Wow, engine sits on trailer ready for tiedown.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

picked up all the rail material and we called it a day.

The WP 165 will be unloaded at Brightside the following day along with the tender. In the year that followed, the engine changed hands on arranged deals before ending up at the Western Pacific Railroad Museum at Portola, CA. The locomotive at Portola has gone through a complete rebuild from the ground up. A lot of the hardware was missing or had been damaged. When Portola received the locomotive, it was not a shake out of the box and run type of locomotive. Everyone was glad that the PLA at the time stepped up to the plate and was able to successfully remove the locomotive from the Fairgrounds. At Western Pacific Railroad Museum in Portola, Ca. where the WP165 went through a complete rebuild and is once again under steam and is operating on their railroad. The locomotive had changed hands a few times to get it to its permanent home at Western Pacific Railroad Museum in Portola, Ca.

With that good ending, another tale comes to an end.

Dexter Day



Henry Luna Photograph

Engine on heavy duty low boy heading out to Brightside.



Alan Siegwarth Photograph

WP 165 being moved around the yard behind No. 2.



Michael Clawson Photograph

WP 165 once again stretching its legs after its complete rebuild.



Michael Clawson Photograph

Another shot of rebuilt WP 165 out running in the back forty at Portola.

Station Agent

Donna Alexander

Here are a few kind words from our Train of Lights passengers in 2022. There are also a couple emails from our volunteers' experiences.

Dear Judy & Joe,

It is with heartfelt gratitude that I'm sending you photos of our magical adventure last evening. Our children & grandchildren were not available to come so we invited dear friends. Each one of them & myself so appreciate your most generous gift to us! None of us had even been on this train. We walked & saw the whole length of the train, the open air seating, the pot belly stove.... We enjoyed hot chocolate & hot apple cider... talked with the engineer at the engine afterwards.... & how can I forget Santa, such a friendly fellow with his real beard! Our best to you for the holiday season.

Dear Donna,

We had a blast on the train ride today! It was just wonderful, very festive and colorful of course! We enjoyed some hot chocolate, apple cider, cookies and chips, plus a special visit with SANTA and one of the conductors. I got to meet and speak with you, too! Our fellow passengers, of all ages, had their best smiles on and were excited. I am still smiling; I want to say THANK YOU now! On behalf of my Dominican Sisters of Mission San Jose, THANK YOU.

It was a great time for my daughter and granddaughter. We have more family doing it again in the middle of Dec. Thank you so much. Louise

Thank you Donna and Rich for helping me purchase my 3 coupons via telephone.

Nice Christmas Gift for my family!

Happy Holidays, Janie

We had such an amazing time!! We feel so fortunate you let us ride another day because he was sick and that we ran from home to the train station and actually made it on board! How lucky! My son and I had a magical time. Thank you for all that you and the other volunteers do to make the rides

so special.

Happy holidays, Donna!

Cheers, Angela

We had a great time. Thank you so much. Louise

Hi ! Our family has for years enjoyed the Train of Lights. Thank you!

Hello,

It was really fun with kids. Was planning to get on this train ride long time ago and wish got fulfilled this year. And crew members were nice and generous.

Thank u once again.

Maninder

Donna,

I just wanted to say "thank you" on behalf of my family (the Gaither's) to all of the hard working staff and volunteers who make the Train of Lights possible.

Last Saturday (12/17), our family had a wonderful time together on your train. Our caboose was decorated so nicely. It was a fun treat for people to enjoy the view from the cupola as well as being able to roam around the car freely. I hope we did a good job of cleaning up after ourselves afterwards?

I also wanted to thank you, personally, for all of your correspondence to answer my questions. I'm sure it is not easy to respond to all the questions, concerns and complaints you get via email. I hope I was not too much of a bother to you, yet you helped me get the answers to so many questions my family was wanting and for that I am truly grateful and appreciative.

May you and all your staff and volunteers have a Merry Christmas and a happy New Years as you have helped to create a memorable Holiday experience for so many others, including the Gaither's.

Cannot thank the team enough for a wonderful experience on the train. My mother is just recovering from knee surgery and the station agents and crew were so accommo-

dating from the lift to patience! It also made my 5 year olds' day to ride the lift with her. The snack bar staff was efficient and friendly and the team in the gift shop was helpful and so very sweet with my girls. Sharing our joy with everyone we know to frequent the train year round!

Thanks again, and happy New Year! Caitlin

Last night, on the 2nd train, there was a Mom with 3 children, twin 3 year old boys and a 6 year old girl. They were adorable and all 3 politely asked for hot chocolate. Mama asked for coffee;) As they were leaving the train, the 6 year old asked me in the sweetest voice.. and a bit of an English accent... Can you spend Christmas with us? I politely responded with... I just did . She made my night, and truly taught me the spirit of Christmas. I'm not crying...

Lauren

Oh my gosh, that is so sweet! Do you feel like Mary Poppins? donna

Better And as much as I loved working for Disney, I knew right away that finding ottomans for the Kardashians to put their purses on, was not as much fun as serving cocoa on the train.

Lauren

Hi Donna,

I was unable to use my earned tickets so I gave them to a Rotary friend. Attached is a screenshot of the text he sent and a couple pictures of one very happy (extremely ecstatic according to his aunt) young five year old.

Cheers and Kudos to NCRy

Phil

The train tix went to a family that has a young boy struggling to overcome a rare form of cancer! The picture is Cayden and his grandmother Charlotte. Cayden's parents also went on the train. A perfect gift for a family in need! They send their sincere thank you for the opportunity.

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

Although the PLA is not running scheduled trains this month, there are still activities going on with the business and financial sides. (I'm going to let others tell you what is going on with the mud and the trees.)

Our January Income Statement shows the amounts individual contributors gave freely to our organization to support our mission - for January, \$6,479.75; and for the fiscal year-to-date (7 months), \$110,239.71. Other than these donations there was no revenue for January excepting membership renewals. Wait! Placing some of our hard-earned cash from TOL into CD's earned us \$736 in interest the past month, and this amount should be greater over the next few months.

Our Balance Sheet shows that we now have 4 CD's holding much of our cash. The maturity dates of those CD's are "laddered" such that they mature in a planned order, designed to match our cash usage - so we will have the cash available from them when it is needed to pay bills and maintain our operations. We should earn about

\$3,500 per month over the next few months on those CD's.

Looking quickly at our Budget, a successful TOL has us entering the second half of our fiscal year with over 100% of our budgeted revenue earned. (Partly, too, that is due to conservative budgeting under the influence of the recent COVID-19 pandemic). All revenues from here on could benefit unbudgeted projects - if you have one in mind, get its details in front of the Board right away. The PLA grows stronger on everyone's ideas, skills, and efforts. Study our Master Plan, read the Club Car, talk with fellow members, and then bring us your plan!

The financial audit has been completed. The Representation Letter is from management to the audit firm telling them how we do business. The Management Letter is the auditors' explanation to the Board of what they did and the results they found. The Audit Report is the public document representing the audited financial

statements and notes showing the PLA's financial position and expressing their opinion on those financial statements (the Opinion is on page 1a of the Audit Report). And the Tax Return is the Federal Form 990, Information Return of Non-Profit, to be filed with IRS and California. I'll try to get the Audit Report and the Form 990 uploaded to the member's website as soon as possible.

For your information, our bank, Bank of the West, has merged with BMO Commercial Bank (formerly Bank of Montreal), as of February 1, 2023, and integration will be completed by the end of 2023. As always, they say the transition will be seamless and many benefits will accrue to us as account holders. We will see, but I expect everything will work out OK.

Let me know if you have any questions.

Pat Stratton
Treasurer

NOTICE

If you are above age 72 1/2, you can contribute directly to the PLA from your IRA using a Qualified Charitable Distribution. QCD's may be excluded from your taxable income, and at the same time qualify toward your required minimum distribution (RMD). Contact your Plan Administrator to initiate a contribution. If details of the PLA as recipient are needed, contact
Treasurer Pat Stratton.

2022 Train of Lights wrap-up Meeting & 2023 Planning

**Saturday, April 22, 12:30 p.m.
Sunol Depot Gardens**

**Parking available at the depot
& picnic tables at the park,
or bring your own chair.**

**Let's talk about TOL 2022 & plan for 2023.
If unable to attend,
please send your thoughts & ideas
station-agent@ncry.org**

Membership Report

Rich Alexander - Membership

New Members in the last 30 days:

Dave Ferguson; Delice Ferguson; Stan Fong and Mark A. Nance

For those of you who still have trouble renewing your membership online, remember that you can always send in a check. Primary member is \$48.00, Secondary adult is \$24.00, child is \$12.00.

You can send payment to:

**PLA, Membership Secretary
PO Box 515
Sunol, CA 94586-0515**

If you have questions regarding your membership, please contact me by email at membership@ncry.org or call me at 510-508-0503 (cell).

Club Express:

This is the data base system we use. It has some limitations. Ed Best has been looking for a data base that includes tracking volunteer hours which allows the members to enter their own hours. This would take the burden off of someone from entering them for the entire membership. I am not sure if we want to add a separate data just for volunteer hours. It would be nice if it were one package. I am in favor of making it simple and reducing the amount of time someone spends tracking volunteer hours. If anyone has knowledge of other database programs out there that might fit our needs contact me. The general membership does not realize how many behind the scene man hours goes into keeping up with all the work that it takes to track the membership, not just volunteer hours, but also membership renewals and new members.

Switching hats, to all department that want to have special events that require ticketing. Please remember that it takes time to set up the ticketing on the FareHarbor site. The sooner I get the information the more time we have to promote and sell tickets

for the event. Donna and I are going to push for the event calendar to be published by October of 2023. This should give us time to promote the regular operations and special events. We are planning for the second and third weekend regular operations for next year. What is needed is the Steam Department dates for operating, and Donna will plan the dates for our school trains. If any department or anyone has ideas for special trains, please share them with us so they can be discussed, planned, and if it works out, the dates can be blocked out. We'd like to explore different ideas for

special events/trains to encourage the public to visit us during the year and not just for our Train of Lights.

We are operating the Ride the Rails for Relay again this year on April 23rd, and we have speeder rides for the public on the calendar for April 29th. And we will be having a special weekend event with the Niles Essanay Silent Film Museum and operate steam from our Niles Station on May 20th and 21st for Charlie Chaplin Days.

Come out to volunteer, or support by riding on these specials.

Rich Alexander

Volunteers needed for commissary for 2023 season!

Niles Canyon RY will begin operating our 2023 summer schedule in March, 2023. The Commissary department is recruiting people to work these trains. This is a fun job where you get to interact with the passengers! We will need two people in the commissary car to serve hot and cold drinks, plus hot dogs and snacks to the passengers. It is best if one person has worked this counter before (on any train: TOL or summer trains), and the other person can be a first timer. Procedures are at the counter for your reference.

Niles Canyon RY will begin operating our summer schedule on March 11 and 12. The schedule this year is every second and third weekend of the month, both Saturday and Sunday. There are two trains per day. The commissary shift starts at 9:30 at the Sunol depot and ends after the second train returns to Sunol at about 2:30. When you arrive at Sunol in the morning, stop and greet the happy people in the ticket window! They can point you in the proper direction to begin your day.

There will be a number of special trains this year, starting with the American Cancer Society Relay for Life trains on

April 23. Special trains will be added to the NCRY volunteer signup website as they are finalized.

Requirements for volunteers: you must be mobile enough to board and move around on the train, and you may be on your feet for up to an hour at a time. That's it! No other experience required: on the job training is quick!

To volunteer for a commissary slot on the web, go to <https://members.ncry.org/> (even if you are not a member), then then click on the "Volunteer" tab, and select "volunteer opportunities". If you are a non-member, you will see Docent and Commissary volunteer opportunities (members who log in will see additional opportunities). Select "volunteer yourself", then Scroll thru the list, and select the date that you want to volunteer for. You will need to leave your email and phone number so the system can send you a reminder. If you must cancel after you volunteer, please contact us.

If you have questions, please contact Dave Hipple (at David.hipple.live@gmail.com or 935-321-5958), or Ed Best (volunteers@ncry.org)

Dave Hipple

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Time Sensitive Material



Peter Savoy photo

Chris Hauf took a break from the prep work on the K.C. Bones open car and is seen here as he sands the smokebox of Clover Valley Lumber Co. #4 to get the locomotive looking its best for the 2023 season. A new coat of aluminum paint will hopefully come the week after this was taken if the weather permits.