



THE CLUB CAR



Bulletin 738

Pacific Locomotive Association, Inc.

February 2025

PLA Begins 2025 With KM 9010 Running Unassisted



S. R. Bush photograph

SP 9010 heading Westbound back to Brightside, red warning light in operation.

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On Monday, January 6th, Howard Wise and crew ran former SP 9010, the last German Krauss-Maffei on its own power from Brightside to Sunol.

The Southern Pacific Krauss-Maffeis were diesel hydraulic locomotives, unique, since most American diesel locomotives were diesel electrics. SP purchased locomotives from the Krauss-Maffei Company in Germany in the early 1960s in an attempt to provide an alternative to buying units from the

two main US locomotive builders, EMD & GE.

During a short time period in the mid-1960s, Southern Pacific had 20 KM units of two styles. Unfortunately, the hydraulics were very expensive to maintain, and by 1968, the entire fleet was withdrawn from service and eventually scrapped, all of them except 9113 that was originally numbered 9010. Because of its unique cab

Krauss-Maffei 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 Members Meeting

**FRIDAY
FEBRUARY 14
5:30 PM**

In-person & Teleconference
at the

Veterans Memorial Hall
37154 2nd St, Fremont, CA
(Corner of 2nd St. and E St. in Niles)

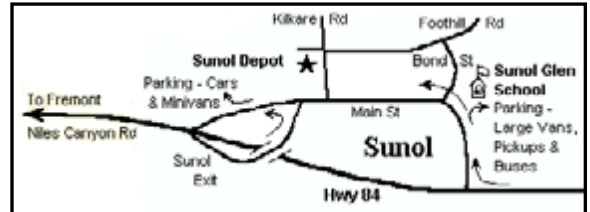
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Board of Directors Meeting
following the Members Meeting

BOARDING LOCATIONS

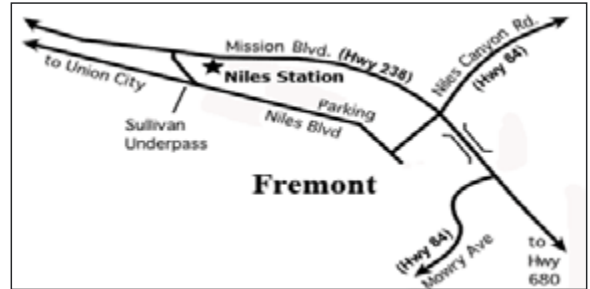
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



===== BOARD OF DIRECTORS =====

President.....	Tim Flippo.....	(650) 575-3341
Vice President.....	Jim Evans.....	(650) 697-9033
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Membership Secretary.....	Rich Alexander.....	(510) 508-0503
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Car Department.....	Dennis Mann	Operations Manager.....	Dexter Day
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Chief Engineer.....	Mike Strider	Road Foreman of Engines..	Kent Hedberg
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Crew Caller.....	Jackie Vlasak	Station Agent - Sunol.....	Donna Alexander
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Marketing Manager.....	Chris Hauf	Train Master.....	Mark Miller
Member Communication.....	Linda Stanley	Volunteer Coordinator.....	Ed Best
		Yardmaster.....	Stephen Barkkarie

CLUB CAR SUBMISSIONS

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** format.
Submit photos in **jpg** format.

The photo should have a caption/
description identifying the people
or item in it. A photographer credit
should also be included.

Submit in **WORD** format.
(All captions on one page)

Send email to:
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 2nd Friday of each month except December at 5:30 p.m. at the Veterans Memorial Hall in Niles at 37154 2nd St (corner of 2nd St and E St). 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

FEBRUARY SCHEDULE

February 1	Saturday	Building East	Brightside	8:00 am	-	Mike Strider
February 5	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas
February 12	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas
February 14	Friday	General Meeting	Veterans Hall	5:30 pm	-	Tim Flippo
February 19	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas
February 22	Saturday	Brush Cutting	Brightside	7:30 am	-	Mark Whitman
February 26	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported an **AMAZING 8,422 volunteer hours** for the month of December. Volunteer hours should be reported to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from the log sheets in Blake's Palace. PLEASE PRINT CLEARLY on the LOG SHEETS. If I can't read your name, you will not get credit for your hours.

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Chris Hauf
Dexter Day
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mark Miller
Mary Asturias
Pat Stratton
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Stephen Barkkarie
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Ryan Dong
Stephen Buchner
Tom Stone

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Jacques Verdier
Joseph Romani

ELECTRICAL & SIGNALS

Steve Knoeck

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Doug Debs
Doug Vanderlee
Mark Whitman
Steve Jones

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Patrice McDonald
Stephen Barkkarie
Sue Thomas

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Gerald DeWitt
Henry Chandler
Howard Wise
Jeff Haslam
Linda Stanley
Louis Bradas
Steve Brown
Steve Jones
Tim Flippo
William Stimmerman

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Chris Campi
Curt Hoppins
Greg Gleeson
Matt Petach
Steve Knoeck

OTHER

Allison Wright
Barry Lependorf
Bob Gilbert
Bob Pratt
Bruce Burke
Dalip Bahat

OTHER

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Dee Murphy
Donna Alexander
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Hal Briar
Joseph Romani
Josh Derham
Kelly Linke
Madaline Briar
Marian Wetzel
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Matt Petach
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Stephen Fares
Steve Knoeck
Ted Unruh
Tim Flippo
Travis Zupo
Warren Haack

President's Report

Tim Flippo - President

We made it through another Train of Lights season thanks to all of our Wonderful volunteers.

We are taking an extra month off this year, to first of all let everyone rest up and secondly rep all the equipment that misbehaved during TOL.

I was honored to be the Engineer on the test run of the Krauss from Brightside to Sunol to add water to the radiator. It still has some bugs and more systems that need to be made serviceable. When the Master Mechanic Howard says so,

we will have a party for it and everyone will be invited.

The elves are still at it, the taking down of all the decorations of the TOL has begun. Tom and his crew are working on the outside and Dexter and his crew are working on the inside. All the decorations will be able to take a nap till September when we start the process all over again.

They work on Wednesdays, please come out and help.

Sadly Don Gilson passed away in

November which left an opening on the Endowment Committee. Robert Giles volunteered for the committee and I appointed him at the January meeting. Thank you Robert.

We are going to have a Meeting between the Board and the Department Heads on January 18th. I am writing this article before then so I will try to report on it in next month's article

Tim Flippo
President

Membership

Rich Alexander

New Members this past month:

Robson English, Jr.; Jason Hart; Dale Meyers; Diane Zuentd; William Zuentd. If you see any new faces around the railroad give them a welcome and show them around and help them fit in. The Train of Lights is over, and it is time to move on to the regular operation of the railroad.

Setting up the schedule of regular weekend operations and volunteer slots for those operations have been done, and you can now sign up for the different volunteer opportunities that are available. This is like Train of Lights sign up so sign up early to get the dates you want. Remember, if something comes up where you must cancel, please let someone know early enough so that your name can be taken off and those slots can be filled.

The board met with the different department heads to plan out the different projects that are ongoing in the yard and around the railroad. Several projects that came up will require project managers to oversee them. If you are interested or have project management expertise, please consider them. Some of the projects are small and others could be large.

It is also not too early to consider

running for a position on the Board. Elections are coming up in June which is just around the corner. Several positions will be up for election. They are Vice President, Membership Secretary, and two Director at Large positions.

Every year when elections roll around, we are looking for members to step up and run for office. I believe that we have many qualified members who could perform these duties. It would be nice to have more than one person running for office. Being on the board is like any other volunteer opportunity. For those of you who have physical limitations this is a chance to contribute to the organization by being an active member.

Rich Alexander
Membership Secretary



In Memoriam

Glenn Fountain



Glenn Fountain had been an active volunteer of the Niles Canyon Railway since his retirement in 2000. During the 24 years, Glenn served in many positions. He was a brakeman, conductor, parking attendant, car attendant, docent and he assisted in loading and unloading passengers. He was always eager to share his passion during new member orientations. He treasured the children experiencing during the Spring school trips. For many years, Glenn put on his gloves and beanie to stay warm on the Train of Lights, which he worked every run of the season.

With respect,
Terri Fountain

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The financials I refer to here are fiscal year-to-date as of January 9, 2025. I extended the date past December 31 to include all TOL revenue in the numbers. There are quite a few costs – fuel, train cleaning, decoration repair, etc. – that are still outstanding, so I won't talk about costs until next month.

Because we earn 50% of our annual revenue in the month of December, those monthly income numbers are not typical. (Note: Even though we pre-sold most all our TOL tickets in October, we don't record those sales as revenue until the morning after the runs have been completed. Just in case we can't run our sold-out trains, you know?) Our ticket revenue for December was just under \$800,000. We also had

revenue from membership of \$6,674; On-board gift shop revenue of \$35,960 (the total from TOL was \$45,487); TOL commissary revenue of \$36,086 (total from TOL \$44,085); donations of \$133,445 (see below); interest income from two CD's of \$12,042; and other income of \$366.

\$1,166 was earned selling raffle tickets for the quilt hanging in the gift shop, furnished by the Piecemakers Quilt Guild. We share that revenue amount with them 50/50.

We received donations toward the following: the General Fund, \$118,863; SP1744, \$7,800; SP2479, \$100; steam operations, \$827; KM SP9010, \$190; Ranch Car GN1242, \$2,500; Pleasanton Extension, \$2,500; and the Loco Shop, \$100.

Included in the General Fund amount above is \$100,000 donated by Garrett Farwell, to be used to advance the PLA's mission to restore and protect historic railroad equipment and an original portion of the Transcontinental Railroad right-of-way. Mr. Farwell agrees that this donation can go into

the PLA's Endowment Fund where it is earning future funds and is available for appropriate major restoration and capital projects as they arise. There were also contributions of \$10,000, and many of \$1,000 and \$500 and \$250. Thank you to all contributors for supporting our current restoration efforts and future planning.

We are on track in managing our budgeted expenditures so far. If you are a volunteer who occasionally needs to request reimbursement for expenses paid by you on behalf of an authorized PLA project, don't wait more than about 60 days to make your request. To do so could delay the fulfillment of your request by an equal amount of time. I prefer to receive your request in 30 days.

If you have questions or comments, let me know. Also, if you have an interest in helping the PLA Board manage its finances as Treasurer, contact me for a discussion of what is involved.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

Did you know that you can contribute appreciated stocks, bonds or mutual funds to the PLA? When you do the total value of the security on the transfer date is tax-deductible.

Also, you won't be required to pay any capital gains taxes on the appreciation.

Contributions of securities will be placed in the PLA's managed Endowment Fund, where the principle is invested, and the earnings are only available for non-operational expenses – equipment, restorations, ROW improvements, and facilities.

This can be done easily and securely via transfer to the PLA's account with Wells Fargo Advisors. Contact Treasurer Pat Stratton at treasurer@ncry.org

If you are above age 70½ and your IRA, 401(k), or other retirement plan requires that you make taxable "required minimum distributions" (RMD's), you can contribute directly to the PLA from your plan using a Qualified Charitable Distribution (QCD). Your QCD will reduce the taxable amount of RMD on your tax return by the amount of your contribution. Contact your Plan Administrator to initiate a contribution to PLA by QCD. They can be one-off or periodic.

If your employer has a matching gift program for donations to charitable organizations, you may be able to double or even triple the impact of any contribution you make to PLA. Because conditions and criteria for gift matching vary by employer, check with your HR department for details. If details of the PLA as recipient are needed, contact Treasurer Pat Stratton at 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>



Along the Right of Way

Stephen Barkkarie - General Manager

This is the month that the nation turns its attention to the little town of Punxsutawney, Pennsylvania to get a prediction of the coming of Spring from a furry ground dwelling creature. The same tradition inspired a Hollywood film about a poor fellow who is mysteriously forced to relive the same day over and over, and it occurred to me that sounds like a volunteer at the NCRy during the holiday season! I know I will never think of Groundhog Day the same again after spending a month doing the TOL.

February is normally the start of the new operating season for the Niles Canyon Railway unless weather has caused track conditions that prevent the safe passage of trains or similar calamities beyond swift resolution. This year, we had to make the decision to delay operations until March for mechanical issues with a couple of our locomotives and a planned upgrade to our main commissary car, the converted baggage car SP6719. The SP 5472 developed a leak in the water pump for the cooling system and the replacement would take several weeks to arrive, and the WP 713 had its dynamic brake system shut down as well as a glitch in the power generation wiring. I can report the water pump has arrived, and the problems with the WP 713 have been resolved. As of this writing, the upgrade to the SP6719 is on-going. We have purchased a more powerful generator to replace the 10KW Onan slung under the car. The new one is larger and requires considerable changes to the undercar systems. This is our workhorse for the commissary/sanitary needs during the season and work on it must be completed in the off season. This work, on top of the locomotive repairs, necessitated the schedule shift. I am sure a few of our staff and crew heaved a sigh of relief at the announcement, even though it caused our marketing director to pull his hair over the last-minute changes.

(Because of this we have vowed to lay out our schedule well ahead of time and not stretch our resources too thin.)

We usually rush like crazy to get the holiday decorations taken down and put away before the regular season, and even though we gave ourselves more time, nothing about that changed. The first week of the new year all hands went right to work stripping the outside of the cars and by the second week only ropes for lights remained on a few cars. Even MOW got in on the action transporting ornaments on push cars and helping to stow them in the baggage car we use for storage. The job was done in time for the planned switching day when the train gets broken down for regular operations.

This year the big switch-out was planned for the third Sunday in January. Normally, we need a few days and two small crews to pull apart the sixteen cars and put them away throughout Brightside yard. Recently we have begun inviting student brakemen and regular brakemen to participate in yard switching because it is great practice in train handling without the concerns passengers present. You get to repeat coupling and uncoupling cars, learn techniques to use for difficult situations and get lots of practice with locomotive signaling both with radio and hand signals. By doing this we will get better, more confident crews who get to know the individual cars and their particular quirks from the ground up. It's a real win-win for everybody.

This year the big switch out was just that. We had three locomotives with 3-4 person crews working simultaneously at both ends of Brightside and out on the mainline. A master plan was developed by our president, who has lots of professional experience switching trains, and each crew received their portion at the morning safety briefing. It was a frosty morning tempered by hot coffee and donuts, but spirits were high

despite the big job ahead of us. I was tasked as conductor for the WP713 engine that would be running cars from Brightside to Niles and East Sunol storage areas. It felt like a true railyard as we coupled up our first car and the radios were alive with engine numbers and directions going back and forth. We gathered our second car, handed off from the SP1195 working the East of Brightside, and waited on the mainline for the SP1423 crew to head into the Yard tracks before heading West. Our job was to store one car and to turn another at the Niles Wye track. In the process of doing that job, we got to do more coupling, airing, and brake testing than you would do in a month of regular operation, so the training opportunity is significant. Upon our return to the yard our next two cars were set up for us and it was like a choreographed dance as we were given the signal to slide into the yard as one engine worked the West ladder track, and the other engine ran up the mainline to clear the East switch for us to enter the Engine house tracks. We coupled up one car on Engine track two as the SP1195 slid past on the mainline with one of the coaches. Once they passed us, we collected our other car from Engine house one and were cleared to depart for Sunol. One task for us was to stop and unload the onboard gift shop, saving those folks many trips in road vehicles to return the goods. That done, our last task was to store a freight car on the East Sunol Spur. Three people made that job easy and we returned to the yard. After a short wait at the yard limit we were given our signal to follow the 1195 as it entered the Engine house leads. When the other engine passed the East switch, the switchman threw the switch for us to proceed through the yard on the main, smooth and without need to stop, like a well oiled machine. We again had to hold a few minutes while the SP1423 finished its last switch on

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Chris Hauf photograph

“End of the day... Most of the switching crew pose for a mid-afternoon team photo on Sunday, January 19, after successfully switching out our Brightside yard with no less than three train crews operating to break up the Train of Lights consist and store cars that are not needed, assemble the regular season consist, position cars for 2025 project work, store cars outside of Brightside yard to balance space and take the SP Combine to Sunol to allow for rail to gift shop transfer of the remaining inventory before returning the car to Brightside for storage. A very successful day that also allowed for some great training of some of our student brakemen (and women) that do not always get a lot of chance to do a lot of yard switching.”

the ladder track, just enough time for the SP1195 to finish up and queue behind us. As the 1423 went to bed on Car shop one we slid into the yard to drop our last car and followed onto Car shop 2 for parking. No sooner had we shut down, but 1195 rolled up in front of us and went to bed as well. While turning in radios and signing out for the day everybody was jovial and I think proud for all that we accomplished. All

that remained was a group photo to document the occasion.

It looks like the pieces are in place for another banner year. Repairs and restoration will begin once again this month. A major purchase of track materials has been made to get back to upgrades to the line and expand to the East. We are working hard to resolve our fuel storage issue so we can once again run steam trains. In the

meantime restoration of the SP1744 and SP2479 continue (I will leave the specifics to the next “Stack Talk.”) We hope to move forward with the M601 restorations, electrical upgrades at Sunol, communications improvements all around and to continue to grow our membership, so if you’re not too busy, come on down and play.

Stephen Barkkarie

NILES CANYON RAILWAY

PLA Begins 2025 With KM 9010 Running Unassisted



Howard Wise photograph

Hulk of 8799 Camera Car At CSRM Prior To PLA Delivery To NCRy.

Continued from Page 1

design, this unit's front end was modified and used as a camera car and was renumbered 8799. Films made using 8799 were used with the SP's locomotive simulator. After this use, the 8799 camera car was gutted and donated to the California State Railroad Museum in Sacramento.

I was at the PLA meeting many years ago where a young fellow named Charles Franz, stood up with the support of the late Henry Luna and suggested that PLA contact CSRM to acquire the hulk of 8799 for possible restoration. A lot of folks thought this was a silly gesture, until it was mentioned that our well known Master

of Locomotive Restoration, Howard Wise, who had lead efforts to restore WP F7 918, SP GP9 5623, and SP SD9 5472, was interested!

PLA received 9010 in 2008 and intense restoration efforts by Howard Wise and dedicated crew of volunteers, some from outside of the United States, resulted in almost complete restoration by late 2024.

When Southern Pacific ran in Niles Canyon on the current NCRy ROW, the Krauss-Maffei locomotives could often be seen powering freights. In 1967, PLA sponsored an excursion powered by KM 9120, the one and only time a KM pulled a passenger train in the US.

Jim Evans



Howard Wise in front of 9010 at Sunol.

NILES CANYON RAILWAY

PLA Begins 2025 With KM 9010 Running Unassisted



Drone Photo of 9010 heading to Sunol.



Jim Evans photograph

KM 9120 westbound at Farwell with the East Pleasanton turn freight.



Jim Evans photograph

PLA excursion crossing the Altamont Pass in 1967.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

IN THE BEGINNING, IT WASN'T ALWAYS EASY

Last month we visited the last operation of the Castro Point Railway at Richmond. This month's tale takes you to the new Railroad that will be built on the old Southern Pacific right of way in Niles Canyon.

This tale will adventure back to the early days that took place as the Niles Canyon Railway started to get its operation under way. This is the way it looked as we built the railroad from what was left when the SP recovered all the rail out of the canyon for their relay project.

The pictures show some of the early construction on building the railroad and the early operation that took place. The equipment that we had in storage had to be brought onto the railway so we could get an operation started. The pictures' time span might not be consistent in exactly how it was or took place, but it will give you a good picture of the way it was.

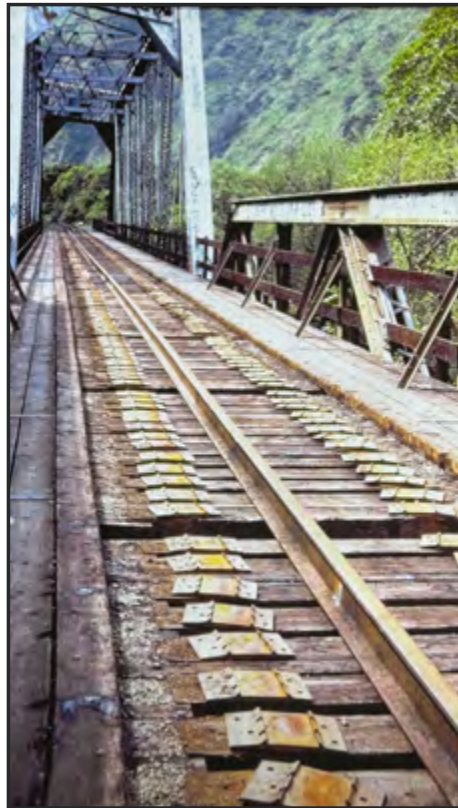
Dexter Day
Operations Manager



It was a nice dream as it lasted. The starting point to build the NCRY.



Pilgrims in a new land. PLA members get introduced to the future NCRY.



S.P. having its rail removed from the new NCRY right of way. It's going to be a long hard rebuild.



The S.P. took the rail and tie plates for a new passing siding in Arizona. We held onto the ties.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Track being replaced on the ties that remained after S.P. Departure.



The gift shop car under construction at the new Brightside yard.



Track crew starting to extend siding at Brightside.



M200 being moved to Brightside goes by the first nuclear reactor at Vallecitos nuclear center.



Track crew building what would become the passing siding at Brightside.



Track crew still extending siding at Brightside. Mark Whitman graded area for laying ties.

Continued on next page

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page



M200 being unloaded at Brightside. Brian Wise from the cab, "brakes not holding".



M200 great arrival at Brightside. "Welcome to the NCRY".



The early days of operating out of Sunol. Tent city, M200, No. 3 and the smoke chaser. That is all we had, it was home.



Mark Whitman cutting a slice so we can pull down a tippel cylinder. This was not an easy job.



This was the tippel as we found it. It acted as our engine house for No. 3.



"Hit it!" Boom truck pulls a cylinder off the tippel foundation.



Mark Whitman and Rich Gill stand next to one of the downed cylinders.

Gift Shop News

Patrice McDonald



We are thrilled to announce the winner of the 2024 Train of Lights quilt raffle, Judy Gile! Congratulations on your beautiful new quilt! I wanted to mention Judy was also the winner of the quilt in 2022. She's a lucky lady.

We want to extend our heartfelt thanks to the Piecemakers Quilt Guild of Southern Alameda County for again donating a quilt for 2024. Your efforts and generosity make a big difference, and we deeply appreciate your contribution.

I personally want to send a big THANK YOU to each and every one of the volunteers who helped the gift shop have another great Train of Lights season. We couldn't have done it without you. Special thank you to Charlene Murrell for taking on more this season and filling in when I couldn't be there. To Sue Thomas for leading our Wednesday gift shop runs and to Steve Barkkarie for being our comic relief and our best train seller!

Patrice McDonald
Gift Shop Manager



Ronald Hook photograph

Happy Reindeer watching the Train of Lights.

The 2024 Train of Lights is past, and with it the problems with tickets (oh no, not again this year!), rain on the first day (is this what the whole season is going to be like?), and worrying that Caltrans will still be parking their equipment for the road repairs on 84 in the parking lot in Sunol and we will lose parking spaces for our passengers so we won't be able to sell as many tickets as past years, and our volunteers coming down with the flu. Luckily, the tickets worked its way through and we were able to get people on who had trouble with ordering, the rain let up on most nights, Caltrans moved their equipment in time for our starting date, and we had so many volunteers who stepped up and happily signed up to work for those who couldn't.

It was a great season and a big surprise to me to see so many of my preschool students, who now had families of their own and were riding our train, along with their parents, who I recognized, but I sure couldn't recognize my students who were all grown up.

A big thank you to all who volunteered this year!! ❤️

Yosemite Valley 330 lands in Farmers truck yard

Having landed the 330 in a farmers truck yard alongside "Blood Alley" and the famous Coast Line of SP fame, foundation work could commence. As a first step, trestle work was built underneath to support and straighten the wood frame of the car.



Falsework trestle was constructed under the car with 4 bents. Care was taken using a water level to level the support and straighten the car during restoration.

The right side sill needed to be replaced, and Chris Dewitt visited to show us how. More trestle work was constructed inside the car to provide support for the beam under the clerestory windows. Once tie rods were removed the wall was jacked up while wedges were driven under the falsework to support the wall until the tenons on the wall cleared the side sill. The letterboard kept the wall and hip roof from parting during this operation.



Falsework to support the walls with no side sill in place. The tops of the 4x4 posts supporting the long support beam were a convenient place to insert opposing wedges to help lift the wall as it was jacked up.



The 1st beam removed was the right front sill, and it took 6 months of prep to get it out. Left to right Jack Burgess, Mike Linxwiler, Clayton Guest, and the author.

The two top floor layers of longitudinal and the underlying diagonal were removed as well as the copious amounts of sawdust packed in by the original builder. Inspection of the underlying beams revealed only one half of one of the 4 center beams needed replacing, a fairly straight forward job. The side sills were another story, at least three quarters of them needed replacement. The side sills are joined by a complicated ship lap joint directly over the queens post of the truss rods. If the joint were moved to the rear post on the left side, a portion of that beam could be saved. This joint was milled in place, and I can't still believe I got that done and perfectly.

Once a beam was removed the replacement glue lam was set next to it on sawhorses and measurement carefully copied using a square. These were numerous and included a shallow angle round hole for an internal truss rod that is built into the wall. We did find a screwup from the original builder where they had mounted a chain binder right



This picture shows the left rear side sill shiplap joint. The left part of the joint is the front 2/3rds of the sill, the right is the rear original beam, or at least the part that we could salvage. The left rear queens post is directly under the end of the joint, supporting both the needle beam running across the car and the rear sill. Double bolts in the sill are attached to a large backing block behind the sill. The joint for the rear sill was milled in place, no small feat in itself. Just under the middle double bolts is part of the falsework trestle built to level the car during restoration.

Yosemite Valley 330 lands in Farmers truck yard

where that internal truss rod passed. They remounted it further down, but the beam was badly compromised in that area. The side sill has mortises where the floor blocking locks in with tie rods as well. I'm amazed that the craftsmen of 1907 working with chisels and brace and bits were so exact. Working with modern routers (always 1/2" bits and 2hp router) it was a daunting task, can't imagine hand bombing that! Hats off to our predecessors!



Old and new side by side on sawhorses. Dimensions we copied directly from the old beam using a square. The mortises for blocking have been let in on the new beam, and the far end has been let in for capture of the large "W" bridge bracing near the center of the car.

Finally, with beam work completed it was time to rebuild the holes cut in for the diner doors in the sides of the car. We talked about the side sill joints being supported by the queens post, well a "W" truss was built into the wall where the bottom points of the W meet at those same points. Essentially the wall below the windows is a truss bridge that extends down to the lower truss rods. That is how you support 69' of wood railroad car. New W members

were replaced with clear Doug Fir screwed to backer boards.



The side walls of the 330 had a bridge truss built into it in the form of a big "W" below the windows. Designed to work in concert with the visible truss rods, it allows a 69' car like the 330 to support itself over that wide span. Note the queens posts line up with the two bottom points of the "Big W" (not from it's a mad world!).

Both end beams desperately needed replacement. The rear beam was fairly easy, but the front was another matter. The 330 has a closed vestibule on the front end, and the front end itself is built on a 16' 6" radius of oak to provide clearance as the car negotiates curves. Again, router to the rescue. The original piece was laid up against the oak replacement and the outline traced. Slots were carefully routed to match the radius, then excess material was removed by chisel and sanding. Talk about slowing things down to a crawl, curved woodworking requires patience and time to get right. Chris also chimed in about the need to replicate non-symmetrical posts using a router box and rotisserie arrangement. This also was highly successful.

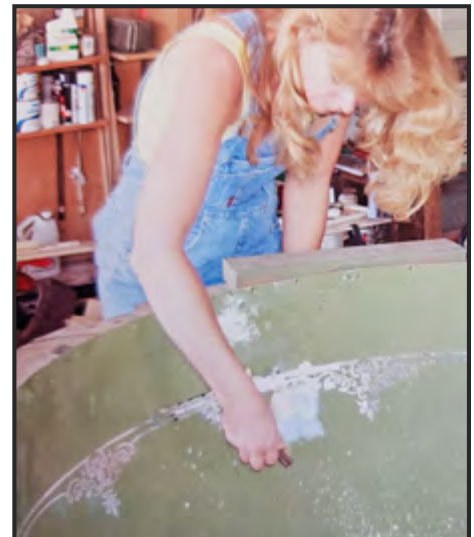
As I mentioned, we located the 330 directly on the coast line of the SP, which allowed for some great train watching. We saw the 2472 steam by, UP Centennials, UP E units and even the Olympic Flame.



Chris Dewitt (right) joins the author to watch an Eastbound (Southbound) SP consist which includes a GP9 in the middle. Nowadays the GP9 is gone, and the other 2 locomotives are classed as "low horsepower". My how the times have changed!

While the 330 foundation work was in process, other tasks were being taken care of in my garage. This allows up to 50% of the projects to be accomplished without commuting. A good example is the rear solarium.

Wes Swift



Claudia Swift, the author's long suffering wife, applies silver leaf to the rear deck solarium. After tracing what remained of the original leafing, they were overlaid to help fill in the pattern. After consolidating they were inverted and using a projector aligned into spot for application of the leaf.

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Time Sensitive Material



SP 1195 reflecting the lights from the Train of Lights.

Ronald Hook photograph