



THE CLUB CAR



Bulletin 739

Pacific Locomotive Association, Inc.

March 2025

Progress Out East



Chris Hauf photograph

Current end of track looking west toward crew replacing bad ties.

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The East Build Crew on Saturday, February 1, 2025 worked under rainy conditions replacing defective crossties and dropping ballast. A crew of nine volunteers started off Saturday morning under overcast skies and a box of fresh donuts from Rick Cory. After some switching and rearranging of equipment once the crew got to the east end of track, the crews broke into two crews with the main (tie) crew working at the east end of Castlewood

bridge replacing defective ties and the other (ballast) crew dropping ballast (rock) from the Happy Valley Road bridge eastward. As the day progressed, the overcast day turned to mist and around noon it was drizzling pretty heavily. The tie crew took lunch under cover of the Castlewood bridge. The ballast crew kept dropping rock until about 1pm then took a quick lunch. The tie crew finished their work when

Building East 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
MARCH 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)

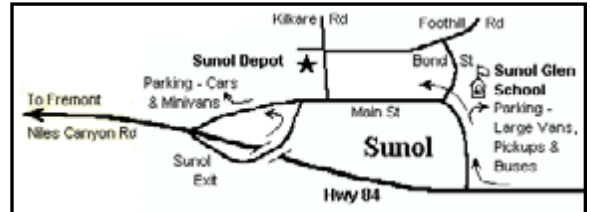
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Board of Directors Meeting
following the Members Meeting

BOARDING LOCATIONS

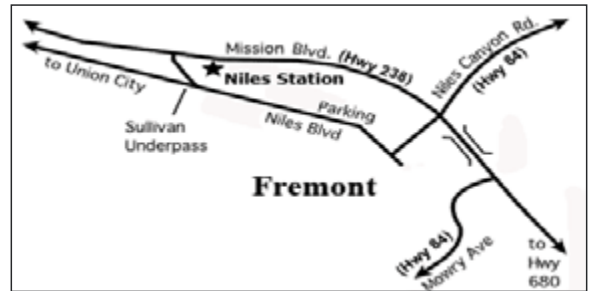
SUNOL DEPOT

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
Recording Secretary.....	Matt Petach.....	(925) 860-4296
Membership Secretary.....	Rich Alexander.....	(510) 508-0503
Treasurer.....	Pat Stratton.....	(650) 888-8619
Director-At-Large.....	Justin Legg.....	(510) 717-4944
Director-At-Large.....	Warren Haack.....	(650) 726-7952
Director-At-Large.....	Patrice McDonald.....	(408) 772-9278
General Manager.....	Stephen Barkkarie.....	(510) 368-1733

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

Brush Cutting.....	Mark Whitman	Museum Curator.....	Dennis Mann
Car Department.....	Dennis Mann	Operations Manager.....	Dexter Day
Charter Agent / Docents.....	Jim Evans	Public Relations.....	Henry Baum
Chief Engineer.....	Mike Strider	Road Foreman of Engines..	Kent Hedberg
Club Car Editor.....	Barry Lependorf	Security Department.....	Jim Evans
Commissary.....	Doug Debs	Signal Department.....	Curt Hoppins
Crew Caller.....	Jackie Vlasak	Station Agent - Sunol.....	Donna Alexander
Gift Shop.....	Patrice McDonald	Steam Department Head....	Alan Siegarth
Hazmat Manager.....	Doug Debs	Steam Hosteler Training....	Jeff Schwab
Maintenance of Way.....	Ron Thomas	Technology.....	Matt Petach
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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The Pacific Locomotive Association is a member of the HeritageRail Alliance (HRA).

NILES CANYON RAILWAY

MARCH SCHEDULE

March 1	Saturday	Track Building East	Brightside	8:00 am - Mike Strider
March 6	Thursday	Education Train	Niles	10:00 am - Alexanders
March 8	Saturday	Regular Train Operation	Sunol	10:30 am & 1:00 pm
March 8	Saturday	M200 Charter	Sunol	12:30 pm - Jim Evans
March 9	Sunday	Regular Train Operation	Sunol	10:30 am & 1:00 pm
March 14	Friday	General Meeting	Veterans Hall	5:30 pm - Tim Flippo
March 15	Saturday	Regular Train Operation	Sunol	10:30 am & 1:00 pm
March 16	Sunday	Regular Train Operation	Sunol	10:30 am & 1:00 pm
March 21	Friday	Education Train	Niles	10:00 am - Alexanders
March 22	Saturday	Brush Cutting	Brightside	7:30 am - Mark Whitman
March 29	Saturday	Public Speeder Rides	Niles	9:00 am - Bob Pratt

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2080.5 volunteer hours for the month of January. Volunteer hours should be reported the 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

ADMINISTRATION

Bob Bradley
Bob Pratt
Charlene Murrell
Chris Hauf
Curt Hoppins
Dexter Day
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mark Miller
Mary Asturias
Matt Petach
Pat Stratton
Rich Alexander
Stephen Barkkarie
Tim Flippo

ARCHIVES & LIBRARY

Brian Hitchcock
Dennis Mann

CAR DEPARTMENT

Bob Moore
Dee Murphy
Dennis Mann
Ed Best
James Stewart

CAR DEPARTMENT

Joan Weber
Linda Randolph
Marshall Williams
Norm Fraga
Phil Stone
Steve Van Meter
Tom Crawford

COMMISSARY

Jacques Verdier
Sue Thomas

ELECTRICAL & SIGNALS

Bent Christensen
Jacques Verdier
James Stewart
John Cavanaugh
Joseph Romani
Matt Cavanagh
Sarah Fritz
Steve Fox
Steve Knoeck

FACILITIES

Bob Pratt
Curt Hoppins
Doug Vanderlee
Jacques Verdier
John Zielinski

GIFT SHOP

Charlene Murrell
Patrice McDonald

MECHANICAL

Alastair Young
Charles Franz
Henry Chandler
Howard Wise
Jeff Haslam
Justin Legg
Karl Swartz
Linda Stanley
Sarah Fritz
Steve Jones
William Stimmerman

MOW & TRACK

Bob Pratt
Brad Jones
Jacques Verdier
James Moon
John Zielinski
Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Ron Thomas
Steve Hill
Steve Knoeck
Steve Meyer
Steven Buscovich

OTHER

Barry Lependorf
Bob Pratt
Brian Schottt
Curt Hoppins
Dee Murphy
Dennis Mann
Karl Swartz
Linda Stanley
Matt Petach
Mike Strider
Patrice Warren
Steve Jones
Tom Eikerenkotter
Zonker Harris

TRAIN CREW

Brad Jones
Chris Hamilton
Curt Hoppins
James Moon
Jorge Linke
Mark Miller
Mason Denton
Matt Petach
Stephen Barkkarie
Steve Knoeck
Tim Flippo

RECERTIFICATION CLASSES

HELD AT THE WHITE HOUSE

9:00 AM

**SATURDAY
MARCH 29, 2025**

**SUNDAY
APRIL 06, 2025**

BRING YOUR RULE BOOKS

THERE WILL BE A TEST GIVEN

LUNCH WILL BE PROVIDED

SIGN UP FOR CLASS

Traincrews@gmail.com

President's Report

Tim Flippo - President

March has rolled into town. We had our meeting with the Department Heads and it was a good meeting. The plan is to have the meeting at least once a year with the option of more often if need be. Overall the Board was agreeable with what we heard.

We are trying to get the regular operations train back together. We still need to do the Car inspections before our first run in March. The rain has finally arrived and so far no damage along the right of way. Hopefully that holds so we can start running in March

as planned.

We are making progress, we now have the permit to start work on the fuel storage facility at Brightside. Once built we will have on site storage for fuel for the Steam Engines and we can start running Steam again.

Hopefully we will have news on where the property line is at Brightside so we can work on the yard tracks.

I know Steve was not looking forward to installing the new Generator on the Commissary Car but he is doing a wonderful job. Being very careful on any cuts to the car to make them so you do not notice them. I am looking forward to seeing and using the finished product.

Tim Flippo
President

Membership

Rich Alexander

New Members:

Kyle Colley; Buzz Dare; Garrett Hatt; Scott Martel. If you see any of these

new members around the railroad, give them a big welcome and show them around.

Things are underway for the new year. By the time this gets to you we should have started our regular operations. Please sign up for any of the volunteer slots on the operation days. It takes several volunteers to pull off the needs for our operations, commissary, docents, tickets window, gift shop just to name a few.

As a reminder elections are coming up in June for the Board of Directors. Please consider putting your name in for one of the positions that will be available. This is a wonderful opportunity for those who no longer have the physical ability to do the heavy lifting but still want to contribute. There are many opportunities for those who want to volunteer, we need back up volunteers for Department Heads and other areas could use back up volunteers such as ticketing, volunteer slots, public relations, and the list goes on. We are always in need for someone to learn the internal workings of the organization so they can step in and help out if needed.

It is not too early to consider submitting names for the Volunteer of the Year award which will be awarded at the 4th of July picnic.

Rich Alexander
Membership Secretary

Brush Cutting

Mark Whitman

The mainline from Sunol to Niles is in decent shape tree trimming wise. Our next project is to get the trees and brush cut back at the east end of the railroad beyond Bond Street. On Friday, January 24th Brad Jones and I took the bucket truck to the tunnel of trees just east of the Arroyo Bridge to knock down brush for the Saturday crew. On Saturday we responded to the same area to chip the brush cut the day before and continue thinning out more trees. Crew today, Chris Campi, Steve Knoech, Brad Jones, Adam Weidenbach, and Mark Whitman.

With regular operations resuming in March, it would be helpful if the engine and train crews would keep an eye out for any tree branches getting close to the train from Sunol to Niles. Let Mark know the locations and he will take care of them during the next regular brush cutting.

Mark Whitman

RECERTIFICATION CLASSES

HELD AT THE
WHITE HOUSE
9:00 AM

SATURDAY
MARCH 29, 2025

SUNDAY
APRIL 06, 2025

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at
Traincrews@gmail.com

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The Balance Sheet as of January 31, 2025, had a lot of cash, much of it the result of a successful TOL season. It includes 5 broker's CD's earning at least 4.25% interest and with laddered maturities of up to 18 months. More will soon be parked there until needed.

Our accounts receivable of \$11,541 is all due from the banking system, where checks for vendor payments seem too often to go missing. I don't believe it is our bank directly at fault, but the delivery system - the USPS; however, our only recourse is to our bank so I am trying to get compensation because it seems the banks will allow anyone to cash those checks, no questions asked, no documentation required.

Our internal "securities" account of \$36,138 was originally kept in stocks, but those are such a gamble I have moved those funds all into one bank CD earning 5.35% until mid-June.

The securities in our endowment accounts are administered by a 5-person Board: 3 persons are appointed by the PLA Board president; and the PLA president and treasurer are on the endowment board as well. A professional investment firm, Wells Fargo Advisors provides the investment expertise. These accounts have had their short term ups and downs, but the general trend has definitely been up. Under special rules set up by the PLA Board, those funds are not available to the PLA for operations; only for acquisitions, restorations, and new structures.

The gift shop inventory is only counted annually on June 30th, so this number is only an estimate at this time.

The prepaid expenses are all insurance premiums paid at the beginning of the fiscal year. They are stored here, then applied to expenses monthly (prorated) over the year.

Fixed assets remain fixed unless we buy new equipment such as the new compressor for the MOW tool car.

With liabilities of only \$225, that pretty much takes care of our balance sheet.

Thinking very generally about our budget, we are 7/12 through the budget year at January 31, or 58%. Our operating revenue is at 91.3% of budget - as compared to 58%, that is a very good thing. If we restart our operations in March and carry them through the balance of the fiscal year close to our plan, we can't help but have much more revenue than budgeted.

Mike Strider, our Chief Engineer, wants to order additional ties to carry our build-east effort forward toward Pleasanton. His estimate of the additional cost is \$15,000. This would normally require a budget increase; however an already-budgeted item in the same amount to do main line tie replacement will not occur as planned this fiscal year, so an offset will allow Mike to make the tie purchase without a budget increase.

I hope those of you who attended, either in person or electronically our January 14th Membership and Board meetings enjoyed the presentation by our member/architect Randy Ruiz designed to update your understanding of where we are in initial planning and development of a regular railroad museum facility at the Niles Station and Wye. Please give some thought to this

museum endeavor and how it might (or might not) fit into the PLA's mission and future operations.

If you have an interest in helping the PLA Board manage its finances as Treasurer for the organization, contact me for a discussion of what is involved. If you are interested as a volunteer in assisting with recording financial elements such as donations, revenues, vendor payments, or just general bookkeeping, let's talk. QuickBooks expertise is not required but might come in handy.

If you have questions or comments, let me know.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

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 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

Well, we have finally reached our 2025 regular operating season. After much needed rest for crew members and a crucial period for upgrade of electrical power for the train we have our consist ready for Spring. School trains will start off the show in the first week of March and the first Saturday of regular runs will be accompanied by a charter for the CW M-200 to celebrate the life of a long-term member who has gone to that big round house in the sky. Talk about starting out strong. We are also back in business with restorations and repairs to the decorations have been completed before being stowed for the summer.

This Spring will focus on clean up of old ties around the yard and a big push at replacing tired ties in the track. To that end, we have received a large shipment of ties and have purchased the joint bars needed for the continued build East. We have also traded some siding ties to the folks at Ardenwood for a group of mainline ties they were donated. It is good to help each other out. The next challenge will be getting the ties installed in the track.

In the car department we are dealing with damage done in the SP Articulated by rodents that found their way into the car and ate some of the upholstery, either searching for nesting material or an errant morsel stuck between the cushions. After several weeks of trapping efforts, we felt the need to call in professionals to remove the problem, then we can get on with the repairs of the fabric. It is so disappointing to have that happen to such a nice car, but that is railroading for you. Also, the Combine is back in the yard to complete the window repairs that were halted last fall. Our Wednesday warriors are also going to repaint the cargo doors that are showing wear. Our resident color guru Chris Hauf has found us a water-based paint for wood that has been successfully used by other museums



Stephen Barkkarie photograph

Moving ties with the Burro crane.

back East and had SP green mixed. This will be a real help in keeping up our painted windows because of the ease of application and lack of fumes. This will make touch-up jobs much easier.

Bruce Burke is back at the 315-coach window frame repair, (he will be very excited to use the new wood paint as well) and we have already heard from some of the welding students asking when they can come back to work. The buffer diaphragms are also going to get upgraded as we have discovered some replacements in boxcars while searching for other parts.

Some cleaning has been initiated by Joseph Chavez (one of our younger enthusiastic volunteers) on the business car El Paso & Southwestern 139 that has sparked an interest in renewing repairs to that car. It was in service several years ago but got sidelined and has suffered some water leaks in the roof due to uncompleted patching and recoating. To aid in the effort we have located the car in a spot where we can work on the roof and exterior. RIP track

is at a premium in Brightside, especially a track where we can scaffold the sides. The East end of the MOW lead is away from active track and has clearance to the ladder track. Tom Crawford and many of his "warriors" recalled working on the car and are excited to move to that project after the Combine is done. I hope to spearhead the completion of the roof that was begun years ago. We will need to replace/repair a couple of windows and fix some ceiling water damage, but with just a little sprucing up you can still feel the majesty of this car's observation parlor and it will be great for special occasions because of the service bar in the rear. If you have any interest in getting involved, you are welcome.

One of the projects slated for the slack months was the installation of the 40kw Stadco generator we purchased last year to replace the underpowered Onan 10kw used to power the kitchen and bathrooms. Once we added a second refrigerator, we found the lights would flicker when one of them started so it was time for more power. Sounds

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

so simple. Unfortunately, with a car with lots of undercar utilities, there is limited space, and as it turns out, the only place the new generator would fit is where the water tank for restrooms is hung. That means the tank had to move to where the Onan was mounted. No problem, right? I just need to add a support beam here, extend the plumbing through there, install the overflow over to there, connect the pump to here, route the fill pipe over from there, and presto you have water to flush the john. Well that only took a week to pull off. Then the real fun began. To fit the new power unit under the car and preserve the ability to roll it out for servicing, the side of the car had to be trimmed out and there was only an inch to spare on all sides. The easy part was drilling a dozen half inch diameter holes in various frame members under the car to mount the brackets for the rolling frame. The trick is to block the generator up in position to bolt and weld the brackets around it



Stephen Barkkarie photograph

Wednesday warrior repairing cargo door.

in its final position. That is tight working conditions. At times it felt like cramming five pounds of you know what into a three-pound bag. After another week of effort, it was well hung and could be rolled out on the service rails. Now the fun begins, connect the fuel, hook up the exhaust, control cable and power leads. Then, we must rewire half the generator room to allow the new three phase power to supply the trainline. With any luck, by the time you read this all is complete and we are off to the races.

Just in case you thought we were all sitting around eating bon-bons in the months after Train of Lights I thought you should know what goes on behind the scenes year-round. There is always something to do and something you can do, so what are you waiting for? Roll up your sleeves and come on down.

Stephen Barkkarie



Stephen Barkkarie photograph

Seats eaten by rodents.



Stephen Barkkarie photograph

Last of the Christmas decorations await storage.

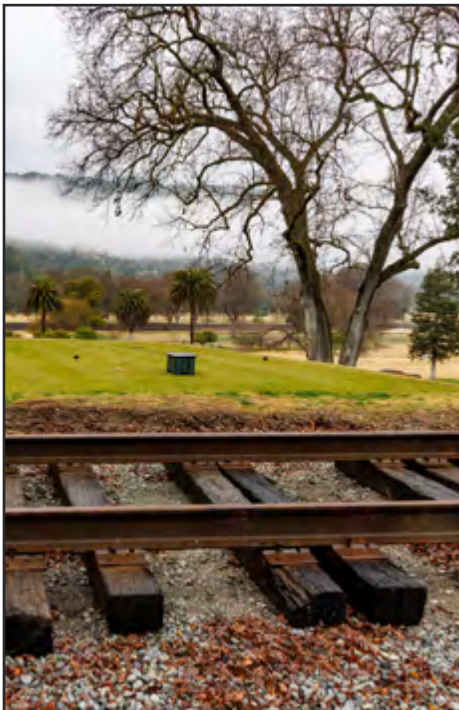
Building East

Mike Strider - Chief Engineer

Continued from Page 1

they ran out of ties around 2pm. The ballast crew dropped rock to about half way between the two bridges. Once the tie crew stopped work it was too wet to continue and we all headed back to the barn (Brightside) to call it a day.

Mike Strider



Chris Hauf photograph

Recently placed track looking at the 14th Tee of Castlewood Golf Course on a wet February Saturday.



Chris Hauf photograph

Mike Strider dropping ballast on new track east of Happy Valley Road bridge.



Chris Hauf photograph

East build crew working in the rain replacing ties at Castlewood bridge.



Chris Hauf photograph

Steve Barkkarie operating CAT backhoe preparing ballast for loading.

Motor Car Garage



Much progress has been made on the Motor Car garage located at the East end of the Brightside yard, (between the Fuel Shed and the Brightside Well). The new shop has allowed us to bring the M-601 back on site and provides us with an enclosed space to restore the M-601, as well as other MOW equipment, (including the Northwestern 561 IHC gang car). The Motor Car Garage was designed and erected by Doug Vanderlee using materials that were already on hand at Brightside. Now we need an electrician, (for lights and outlets), and some additional garage equipment, (including shelving, work benches, a bench grinder, a machinist vice, metal cabinets and tool cabinets) as we continue to build a first class garage for our Motor Car restorations.

Bob Pratt

The newest member of the NCRy MOW fleet!



Recently, Mike Strider was contacted by a local couple, Larry and Pat Toombs from Morgan Hill, who were looking for a new home for their well-loved 2007 Chevy Colorado Hi-Rail truck, and had reached out to several local organizations. Mike was the first one to respond back to them, and said that definitely, we would be interested in receiving the truck!

Mike and Matt Petach coordinated with Larry on a day and time when the truck could be picked up, and on February 10th, Matt and Dee Murphy drove down to Morgan Hill to receive the truck and drive it back to Brightside. Larry did a masterful job at explaining all the controls, then fired it up and demonstrated how to work the controls to put the truck on the track, turn on the radio, and fire up the warning flashers.

After a thorough run-through, Matt drove it back up 101, and then over to Brightside, enjoying the climate-controlled cab the whole way up.

Upon arriving at Brightside yard, we practiced lining the truck up at the crossing in Brightside and lowering the hi-rail gear. Once we were comfortable doing that, we ran the truck up and down through the yard with the light bar flashing out its warning. After a few runs back and forth, we brought it back to the crossing, raised the hi-rail gear, and parked it back in front of Blake's Palace.

This is a wonderful addition to the Niles Canyon Railway MOW department, and is sure to be well appreciated by the crews working along the right of way.

We owe a huge thank you to Pat and Larry for their very generous donation!

Matt Petach

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale: FORGOTTEN! TANK CAR NATX 8502

This is the story of a tank car that shows on the books that it was scrapped several years ago. This orphan tank car was owned by North American Tank Car Company which was built in March 1943. It is a 40 ft. steel riveted, single dome tank car which weighed 44,900 lbs. with a capacity of 100,000 gallons. The car's last assignment: it was dispatched to Ashland Chemical in Newark, Ca. to deliver a load to that company. This is where this tale begins.

It is 1993 and I just got out to the canyon one morning when I got a phone call from ASHLAND CHEMICAL in Fremont, Ca. They said that they had a tank car that they needed to get off property and have it moved. They wanted to know if we could use it and could we move it for them? I told them I would meet them on their property to look at the tank car and I asked if they had any paperwork on the car. They said they only have the delivery paperwork. That sounded promising. A leased tank car, sitting on private



Dexter Day photograph

The orphan tank car in its new home as a water car on NCRY for our Steam Dept.



NCRY Archives photograph

Tank car getting loaded at Ashland Chemical with our crews getting car set for loading.

property, delivered by SP who knows when, which needs to be removed from the property. This was going to be an interesting day.

When I got down to Ashland Chemical, I had to walk a good distance to get to the tank car. When I got there, it was sitting among a bunch of large tank cars at the end of the string of cars. I looked over the car and checked the wheels and journal boxes. For a lost car that has been sitting around as long as it has, it is in very good shape. Almost too good of shape.

I met the manager and he said he has several times called the railroad to pick up the car, but each time, they just moved the car and dropped off loads and picked up the empties. I asked the railroad to run a search for the car. They

did and reported that the car was no longer on the roster. They said the car was scrapped. With that, I asked them to make a bill out showing that Ashland Chemical Co. donated the car to the NCRY. I asked: How did the journals remain in such good shape? He said



NCRY Archives photograph

Tank car loaded on truck and ready to head to its new home on NCRY.

Dexter D. Day - Operations Manager



Tank car headed to Sunol to take on water for our Steam Dept.

the switch crew carried and poured oil into the boxes to wet the pads to move the car. Wow, a train crew that cared.

We got the move all planned out and had Ashland Chemical spot the car where we can get to it, but first we had to build some track across a gravel infield to where (Rich) from the trucking Co. will have the lowboy set up for loading the car. We had a tow truck ordered for a certain time to do the loading of the car which had to be towed across the infield on our make shift built track to the trailer that was set up on the blacktop about a 100 ft. away to receive the tank car.

We were going to transition the car
Continued on next page



Tank car picture shows in-mounted pump that allows the tank car to provide water to fill our steam engines.

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

onto our makeshift track when the wheel overrode the rail. Great. Now we had to rerail the car. With a little thought and rigging, we rerailed the car, corrected the track to a better angle and the car was towed across the infield and onto the truck. After it was secured, the car was taken to Brightside where we went through the process all over again on unloading the car using an engine and buffer car to assist in the unloading. We still needed to return to Ashland Chemical to retrieve the rail material we used for loading and rake the area so it looked as we found it. The car is no longer forgotten, it has found a new home and it is an active tank car for our Steam Department.

With that said, another tale has come to an end.

Dexter Day

Operations Manager



The only item on the car that shows it was a leased tank car. "Leased from North American Car Corporation". Thank-you for losing the paperwork.



NCRY Archives photograph

Tank car was important part of Steamfest providing backup water supply when needed.



NCRY Archives photograph

NATX 8502 tank car behind Quincy No. 2 during Steamfest as Jack Starr is ready to catch switch.

Getting the Yosemite 330 on Track

After getting the 330 foundation work completed it was time to build upwards on the restoration. 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 Dewitt also chimed in about how to replicate non-symmetrical posts using a router box and rotisserie arrangement. This also was highly successful.



Router box for use to mill curved posts. Essentially a rotisserie where you route planes. Also I was able to route a lip on the front corner posts.

Work migrated to completing the roof on the 330. The 330 comprises 3 roofs, 2 hip roofs and the center one. The center roof was the easiest, as the pieces are relatively straight. A pattern was made and screwed to a piece of plywood. The rafter, or carline in car building terms, was screwed to the piece after being roughed out with a jig saw. A router then traced the piece making an exact copy. The carlines for the hip roofs were incredibly difficult for one reason: they form nearly a 90



Front vestibule with the 16 foot 6 inch radius curve. Curved woodworking requires a modicum of patience. Flaps hanging down from center roof were later cut off when clerestory windows were installed. The material is EPDM, exactly like inner tube material.

degree curve, and when routing tend to rip apart when the bit rotates into the end of the cut in one direction. Approximately 30% of the nearly completed pieces were lost this way. Also the clerestory end of the carlines was tenoned into the beam there and secured with a bolt that holed through to a routed slot where a nut threaded onto the bolt to draw it tightly against the beam. Finally the roof was sheathed with T&G in the center, and siding boards for the sharply curved hip roofs. Lastly an



Volunteer Tim Miller screws sheeting onto stacked roof. The intricate and copious pieces to rebuild the roof are on full display. Blank support section on centerline are for the heavy brass light fixtures for interior lighting. The sheeting was not cut for roof vents, but you can see the vent holes right where the sheeting ends. Both hip roofs are visible just to the left and right of the center roof.

EPDM roof was applied to waterproof the car. EPDM is basically inner tube material sold in rolls of 100'x10' and contact cemented to the roof and the edges terminated by aluminum bars. Its use was recommended by Linn Moedinger at Strassburg.

Siding was fitted to the walls. The blocking and wall studs were filled in with 3/4" filler blocks to present a flat wall ready for 2" tongue and groove siding. This was blind nailed into the horizontal blocking after a PL glue was applied to the back of the T&G, making the whole exterior wall a laminated unit, including the "W" bracing. The finished wall was primed and painted.



The author sharing a moment working with his sister Marilyn Swift. She and her partner Randy Harper are archeologists and while mapping Saipan battle sites discovered the origins of the Army/Marine rivalry. I guess history runs in the family. Sorry to say we lost my sister last year.

In 2005, the car was ready for movement to the Niles Canyon Railroad. This time Murray was used for transport as both Bill White and Ed Rush had passed. Murray not only is familiar with large moves, but manufactures the famous Murray trailer. In this case we were able to rely on the structural soundness of the 330, and a turntable was used on the front end and a bogie on the rear. The complicated move of both trucks and body on two separate trucks was planned in detail. The only flaw was that the bogie had a dented license which the Sunol weigh station took time to write a fixit ticket taking an extra 20 minutes and \$250 in clocked down time!

NILES CANYON RAILWAY

Getting the Yosemite 330 on Track



The 330 hits the road again moving west on Live Oak Road in Morgan Hill. In a short while it will arrive at its permanent home in Niles Canyon.

Thank heavens for the PLA, as when we arrived at the entrance for Brightside, the trucks were waiting on the mainline, greased up and in proper orientation for rolling under the body, all compliments of PLA volunteers. The SP 1423 switcher sat at the ready just downhill of the crossing. After the crane lifted the rear of the 330 up, volunteers rolled the rear truck into place, then repeated the procedure for the front end. The 330 was shoved to a couple with the 107, with not a dry eye in attendance.



PLA volunteers use the Armstrong method to roll the rear truck under the 330.

Two items the 330 was shorn of was trucks and a brake system. We were able to acquire both through trades. In the process we were able to upgrade the 330 to steel trucks closely resembling the original profile. In its lifetime the 330 has had 3 sets of trucks. Originally it came with oak beams wrapped in



The crane setup before rolling the front truck under. The two visible stained glass windows were stacked by the author, the remaining 15 windows were crafted by volunteer Linda Schulz.

plate steel. When the YV331 burned, the 330 inherited its steel trucks with curved ends. Sometime while in Yreka, it lost its wheels altogether. The 330 was originally outfitted with a Westinghouse PM brake system. I was able to secure an LN Wabco system off a car in Cordelia, and swap that more advanced system for a PM system. The principle difference is that the PM does not incorporate an emergency reservoir.

A multitude of other tasks remained before the 330 could see service. One of these was building 17 stained glass windows out of the damaged remnants of the originals. I took a class in stained glass and set about building the right rear two windows. I was able to knock out a window every 6 months, meaning that we would have them done in 8 more years! Linda Schulz contacted me and asked if she could take over. The definition of a microsecond is



Linda Schulz presents the author with the last stained glass window. Each finished window represented literally hundreds of glass and lead hand crafted pieces, and then was burnished with sizing to seal them. Were it not for Linda, our project would have been delayed at least a year. Also the quality of her work was superb.

Getting the Yosemite 330 on Track

how long it took me to say YES! She proved to be an octopus knocking out a window every 4 to 6 weeks, including 3 bathroom windows built from just pictures.

Another was installing the left truss plank. These also had shiplap joints, a little easier as the plank was only 2" deep. The right truss plank was done this way, but as we were laminating the truss plank, it occurred to me that it could be built as a complete unit, a very long unit of about 55'. MOW to the rescue. The beam was wrestled out



The long plank at the base of the wall was assembled and glued inside the car shop and muscled into position by the PLA maintenance of way crew right before they started another back breaking day of track work. I felt so indebted that I have volunteered several times to help them. Good news is that if you are on the track crew, you won't need a gym membership!



Beautiful night photo by photographer Basim Jaber of the 330 on the Brightside siding.

of the car shop and onto the 330 for installation by a crew of 8 folks and the requisite swearing. Truss planks are bolted from top to bottom through the side sill with a 20"x5/8" bolt, and also screwed into the wall studs forming a very rigid and strong connection from the walls to the floor system.

Wood basins were built to press ceiling interior panels using water pressure to form the curves while the glue set. During this process, it was discovered that paper backed veneer wrinkled when glued, and a search found resin backed veneer being the solution. Twin brass lamps were located with the help of the Mid-Continent Railroad Museum whom we work with often. One was donated by Helga Rose, widow of Al Rose. The front door, vestibule doors and rear door were built and installed.

In the case of the front door, only the windows had to be built to put in the old door.

In 2007 the 330 was ready for its first revenue service since 1945, the triple steam fest, and not coincidentally the first run of the Robert Dollar. Back on track with a beautiful new drum head on the rear.

Wes Swift



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Time Sensitive Material



Speeders lined up at our Niles Station for rides to Brightside Yard in the canyon.

Chris Hauf photograph