



THE CLUB CAR



Bulletin 702

Pacific Locomotive Association, Inc.

February 2022

Lets talk Freight Cars!



Photo by Alan Siegarth

The Clover Valley #4 powered Westbound freight train into Niles during the 2020 Lerro Productions photocharter.

IN THIS ISSUE

4 President's Message

5 John Pelmulder

6 Along the ROW

10 Tales of the Past

13 Membership Report

The Pacific Locomotive Association collection includes many freight cars which the organization has acquired over the years to help with our mission statement to "preserve the physical aspects and atmosphere of Pacific Coast railroading during the period from 1910 to 1960." The Steam Department has spent many man hours both maintaining and repairing the freight cars for service as well as repainting them back into their original paint schemes for

use in Photo Freights. Photo Freights are recreated freight trains operated so photographers can take pictures along the railroad. Early freight car restorations completed by the steam crew starting in the late 1990's included replacing all the damaged 3-dome tank-car wheelsets (the journals had been damaged by moving the car without journal brasses at Castro Point) which has been used for years to store fuel

Continued on Page 8

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

NILES CANYON RAILWAY

MEETINGS

Board of Directors

**Friday
FEBRUARY 11
5:30 PM**

In Whitehouse @ Brightside
In-person & Teleconference

Day and Time Change

**No Membership Meeting
this month**

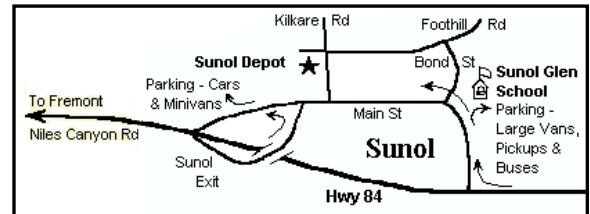
General Meetings

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

BOARDING LOCATIONS

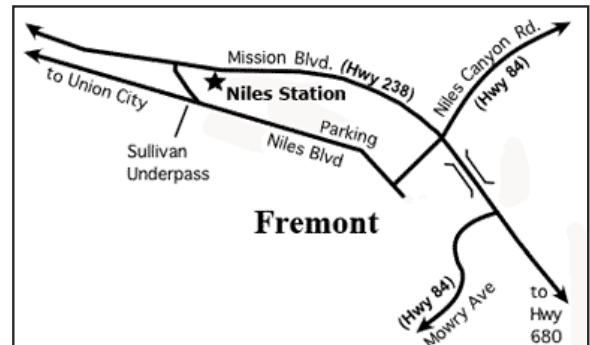
SUNOL DEPOT

**6 Kilcare Road
Sunol, CA 94586**



NILES STATION

**37029 Mission Blvd.
Fremont, CA 94536**



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

President	Henry Baum	(925) 447-7358
Vice President	Mike Strider	(707) 318-2633
Recording Secretary	Jim Evans	(650) 697-9033
Membership Secretary	Rich Alexander	(510) 508-0503
Treasurer	Pat Stratton	(650) 888-8619
General Manager	Stephen Barkkarie	(510) 368-1733
Director-At-Large	Kent Hedberg	(415) 608-3811
Director-At-Large	Warren Haack	(650) 726-7952
Director-At-Large	Gail Hedberg	(510) 207-5524

CLUB CAR DEADLINE

The deadline for submitting articles and photos for next month's issue of The Club Car is the

20th OF THIS MONTH!

Submit articles by e-mail in **WORD** text format. Digital photos may also be submitted by e-mail.

Digital photos should be saved as PC format .jpg files.

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

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

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

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

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

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

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

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

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

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

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

NILES CANYON RAILWAY

February Activities

February 5	1st Saturday	MoW Building East	8:00 am - Brightside - Mike Strider
February 11	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum	
February 26	4th Saturday	Brush Cutting 7:30 am - Brightside - Mark Whitman	

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 6,500 volunteer hours for the month of December. 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
Jim Evans
Rich Alexander
Pat Stratton
Steve Barkkarie
Kent Hedberg
Warren Haack
Gail Hedberg
Chris Hauf
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Joe Scardino
Mark Miller
Mary Asturias
Paul Veltman
Rich Alexander

Archives & Library

Brian Hitchcock

Car Department

Chris Campi

Commissary

Alex Dion
Bonnie Harrington
Cathy Harrington
Chuck Koehler
Dave Best
Dave Hipple
Dee Murphy
Dexter Day
Doug Debs
Gail Farwell
Garrett Farwell
Jack Harrington
Jacques Verdier
Jeanne Digel

Commissary

John Link
Karen DeWolfe
Laura Bajuk
Liam O'Leary
Matt Petach
Nick Davis
Nick Zamora
Pat Buder
Pat Stratton
Rebecca Shaffer
Rene Turnbull
Rudolph Kelly
Sally Mills
Stephanie Rubasky
Steve Coon
Steve Harrington
Sue Thomas
Tom Crawford

Depot Crew & Operations

Alan Siegwarth
Allison Wright
Bob Gilbert
Bruce Burke
Crystal Campisi
Dalip Bahati
Dan Mills
Dan Sarka
Dexter Day
Donna Alexander
Glenn Fountain
Hal Briar
Jim Gilmore
JoAnne Van Meter
Joe Scardino
John Burnside
Linda Stanley
Madeline Briar
Mark Whitman
Mary Asturias
Mika Stratton

Depot Crew & Operations

Pat Buder
Pat Stratton
Raymond Swift
Rhonda Dijeau
Ruchit Shah
Sally Mills
Steve Barkkarie
Steve Jones
Steve Van Meter
Sue Thomas
Tim Rumbolz
Tom Miller
Vicki Witt
Wayne Stoddard

Docents

Jim Evans
Liam O'Leary
Rich Alexander
Steve Moniz

Electrical & Signals

Abe Rubasky
Curt Hoppins
Jim Stewart
Kurt Olsen
Logan Rubasky

Facilities

Bob Bailey
Bob Bradley
John Zielinski
Kurt Olsen
Matt Petach
Steve Coon

Gift Shop

Charlene Murrell
Cynder Niemela
Donna Alexander
Henry Baum

Gift Shop

Patrice McDonald
Sue Thomas

Mechanical

Alan Siegwarth
Bill Stimmerman
Chuck Kent
Dee Murphy
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
Justin Legg
Karl Swartz
Linda Stanley
Lou Bradas
Peter Bradas
Rich Gove

Meetings

Bob Bradley
Bob Pratt
Charles Smith
Chris Hauf
Dave Burla
Don Gholson
Donna Alexander
Jim Baber
Jim Stewart
Karen Kadaja
Karl Swartz
Leslie Smith
Linda Stanley
Marshall Williams
Matt Petach
Mike Strider
Pat Buder
Patrice McDonald
Paul Davison
Paul Veltman

Meetings

Peter Midnight
Rich Alexander
Steve Slabach
Tim Flippo
Tom Eikerenkotter
Zona Fowler

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Dan Coley
Doug Vanderlee
Kurt Olsen
Matt Petach
Mike Strider
Pat Stratton
Steve Barkkarie
Steve Hill

Other

Barry Lependorf
Bob Pratt
Ed Best
Jim Evans
Matt Petach
Patrice Warren
Zonker Harris

Train Crew

Alan Siegwarth
Bent Christensen
Bob Pratt
Brad Jones
Charles Franz
Charles Navarra
Chris Chisom
Chris Hamilton
Curt Hoppins
Dave Burla
Dee Murphy
Doug Vanderlee
Ed Best

Train Crew

Eric Wright
George Mednick
Gerald DeWitt
Gerry Feeney
Jamie West
Jim Stewart
John Sutkus
John Zielinski
Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Kurt Olsen
Mark Miller
Matt Petach
Pat Stratton
Rich Anderson
Ron Quilici
Ron Thomas
Sanjay Bhandari
Scott Crislip
Steve Barkkarie
Ted Unruh
Tim Flippo
Warren Haack
Wesley Van Osdol

Train of Lights (General)

Annie Giannini
Bev Barkkarie
Bob Bailey
Bob Pratt
Bonnie Harrington
Brian Schott
Clark Fuller
Cynder Niemela
Dan Sarka
Dan Thomas
Dexter Day
Donna Alexander
Doug Vanderlee

Train of Lights (General)

Ed Best
Gary White
Gerry Dewees
Glenn Fountain
Henry Baum
Jacques Verdier
Janet Smith
Jim Evans
Jim McDaniel
Joe Romani
John Abatecola
John Burnside
John Link
Joyce Beyersdorf
Kylie Montgomery
Laura Bajuk
Laura EnglandWitt
Lauren Fuller
Linda Best
Linda Stanley
Lindsay Witt
Logan Rubasky
Lou Bradas
Mike Pechner
Mimi Hamilton
Nancy Dewees
Nick Zamora
Paul Davison
Peter Midnight
Phil Montgomery
Rebecca Shaffer
Rene Turnbull
Rich Alexander
Richard Smith
Rob Giles
Roger McCluney
Rose Marie Everett
Sally Mills
Stephanie Rubasky
Steve Barkkarie
Sue Thomas

President's Message

Henry Baum - President

2021 is behind us, and I am focusing on a productive 2022 for the organization. And that means changes being made and projects getting done.

After extensive discussion at the January Board of Directors' meeting, it was agreed that the February BOD meeting would be on Friday evening, February 11th at 5:30 in Brightside White House, with all future meetings being at the same time on the second Friday of the month. These meetings will be hybrid in-person/phone meetings with in-person attendance for Board members not being required. This will allow us to handle meeting Covid-19 requirements and not deal with the weather inside the White House for those who are uncomfortable with group settings, masks, and/or low temperatures.

After extensive discussion the BOD decided to continue operating the NCRY on the current Covid schedule until further notice. Advanced online ticket sales will continue for trains running the 2nd & 3rd weekends beginning in February. Trains will depart out of Sunol, two trips each day with our 5-car standard train.

Eastbound M-200 runs out of Sunol, operating all trains out of Niles and putting the gift shop Combine on the train will be addressed at a later time.

There are a number of projects that are in process that were begun in prior years and that need to be finished up.

- **9010 – Return to Operation – Howard Wise**

o-The Maybach is back in the locomotive, and Howard is getting it ready to run. Cab windows are being installed.

- **Ranch car – Dennis Mann**

o-Lots of details still need to be worked out regarding wheelsets, generator, air conditioning, linoleum, upholstery, windows, plumbing and painting.

- **Stockcar R & R – Doug Vanderlee**

o-Primarily fixing doors and getting it painted.

- **1744 locomotive – Charles Franz**

o-Will require more work and funding due to recent discoveries about the

condition of the axles and boxes after removing the drivers. No way to know this was improperly restored until now, but it would be criminal not to fix it while everything is apart.

- **Brightside water – Steve Barkkarie**
o-Steve is fleshing out the design for the storage system. He worked out a demonstration system that allowed us to refill the non-potable water tank in the Commissary car while dumping the black water tank during the deadhead runs which saved a tremendous amount of time and effort trying to fill the tank in Sunol.

- **Niles water – Doug Vanderlee**

o-We are still trying to determine the most expedient and cost-effective way to get water service onto the Niles property. Amazing how difficult it is to find out what water service is available where and how best to bring it onto the property.

- **Carshop lead shed & pit - Warren Haack**

- **Brightside fuel depot – Alan Siegwarth**

- **Brightside electrical upgrade**

- **Improved radio communications – Kurt Olson**

- **Replacing AT&T - Matt Petach**

- **MW 601 out of Shinn – Robert Pratt**

- **Niles projects in conjunction with Santa Clara donations – Henry Baum**

- **Commissary car generator replacement - ??**

The first four projects are following detailed plans and are funded, but there are still details that need to be worked out to get to a final stage for all of them. The two water projects have funding available, but the detailed designs still need to be developed. Then we will know what it will cost to implement them. The rest of these projects are still under development, so a final plan and a final budget have not been developed.

Several other projects are being developed and hopefully will be carried to fruition during the coming months. We are identifying cars that need to be painted prior to next year's TOL. We are also working to determine what

we can do to add more bathrooms on the train. The dearth of restrooms was really the only thing that our passengers commented on that was negative. Everyone loved the TOL, everyone loved the new cups we used, everyone was amazed that we pulled it off with the pandemic, and that we do it all with volunteers. Nothing but praise except 'need more bathrooms' was always tossed into the discussion. We really want to be able to tell our passengers when they buy their tickets for 2022 "NOW WITH MORE BATHROOMS".

More bathrooms means more blackwater tanks that need to be drained, and more water tanks that need to be filled, but we believe we have a methodology for implementing that, just needs to be built and tested.

We have a lot of things going on, and they cannot happen without folks jumping in to work on them. Some jobs will be best accomplished by contracting them out, others need talented volunteers to manage them and get things done.

As always, if you would like to discuss this opportunity or any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org.

Respectfully submitted
Henry Baum

Watch for these March Events

March 26 SAT

Wedding Charter
5:00 pm to 7:00 pm
Contact: Jim Evans

March 28 MON

Steam Photo Charter
Contact: Jim Evans

NILES CANYON RAILWAY

JOHN E. PELMULDER NCRY Pioneer

On December 8, 2021, pioneering PLA/NCRY member, John E. Pelmulder, passed away after a short battle with cancer. He was 62.

John joined the PLA soon after it moved to Niles Canyon, and was among those first volunteers who started building track to the West from Brightside. He teamed up with Member, Chris Boza, a professional Arborist, to trim trees along the right-of-way, to make way for track construction. John would tow the PLA's little "Eager Beaver" limb chipper down the right-of-way behind his Chevy Suburban to chip the limbs he and Chris removed.



Photo by Dee Murphy

John Pelmulder.

When not tree trimming, John volunteered to build track. His signature, along with those of other gang members, is on the PLA's famous "Golden

Spike" commemorating completion of track building up to the Mission Bridges. The Spike can be seen on the Lifetime Achievement Award Plaque displayed in the Sunol Depot Museum.

After about 15 years of brush cutting together, Chris Boza moved out of state, leaving John to spearhead the volunteer gang of Arboreros. He was usually in the operator's bucket the high-reach Bucket Truck, performing the precision cuts to clear limbs overhanging the ROW, while others on the ground bucked and chipped the slash. For this reason, it has been very difficult to find a good photograph of John. He was usually working from the bucket, high up in the air.

John was a Renaissance Man. He was a professional Journeyman auto mechanic, specializing in Volvos. During his career, he also worked on Porsches, McLarens, and Citroen-Maserati. He raced Fiats. John could weld. He was an accomplished woodworker, sculptor, beekeeper, voracious reader, railroad brakeman, and photographer. Many of the "Club Car" photographs of the early NCRY have a John Pelmulder photo credit.

John was very quiet and focused on the task at hand. During lunch breaks, if asked, John could detail various aspects of the history of Niles Canyon, including how the highway alignment changed over the decades. He knew all about the various flowers, trees and animals that inhabit the Canyon. There is an edible plant that grows in the Canyon, called "Indian Soap Plant". The Native Ohlones had dozens of uses for the plant, and John knew them all.

John was a great mentor. I owe much of what I know about proper and safe chainsaw use, and tree care to John. He was like a brother to me. I will always appreciate his skill, his work ethic, and his friendship. He will be missed personally by those of us who



Photo by Dee Murphy

John Pelmulder preparing the Bucket Truck. A rare photo, where John is NOT in the Bucket.

volunteered alongside John over the decades, as well as by the PLA/NCRY which has lost a significant volunteer who headed the work needed to maintain its Right-of-Way to FRA sight line regulations.

Brother in Sawdust,
Steve Jones



NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

February has come to the canyon and back East at Gobblers knob, Punxsutawney Phil came out of his den, put on his mask, saw the shadow of Omicron and decided to self-isolate for another six weeks until Spring. We here at NCRY are braving the elements while de-constructing the TOL and getting ready for a new year of operations. We are planning trains with the health and safety of our passengers and volunteers in mind, and with the comments of "We're so glad you're back" still ringing in our ears.

MOW never skipped a beat getting back to the business of railroading. The mainline continues to develop in the East. A good turnout in January profiled another 300 feet to past the current yellow board and another 400 ft. will put us into the tangent climbing to Happy Valley. More ballast has been brought in to carry on. Back in the canyon, we had a great crew go out and place a dozen ties in the spur at MP 32.25 (The Spot). The elements have taken the last those ties had in them, and we were afraid the track may not hold gauge under a locomotive. After just a few hours, our team of veteran gandy dancers (with a new volunteer, who, guess what, is another "Steve") had skip spiked over 80 feet of track to gauge. Now we don't have to worry if we need to grab a flat car or dump car or hopper car off that spur. That chore got done so fast the crew was able to return to Brightside for lunch and complete two other nagging fixes. One, was to put the last bolt in Car shop 2 lead coming off the turnout that has been mocking us for years. That joint had one end with 5" hole spacing and the other has 5 1/2" hole spacing. Five-inch bars won't work and a five and a half inch bars leave one hole misaligned. The only solution is to remove the bars and elongate the hole with a die grinder. No fair using a torch, that is against the rules, but using a small metal deburring tool did the trick in no time. A second annoyance was a couple tie plates that have twisted out of place just inside the East gate. I notice those plates every time I go to the gate and always say to myself "we'll get to those one day". Well, I'm glad that "one day" finally came.

Around Brightside, the decorations are coming off one car after another and being stored carefully away for another year (well, seven months). Car dept is taking advantage of the time between operations to spruce up some paint. The first car on the list is the "Brightside" open car and to get started it has been spotted by the shop. We hope to get to the "Park" car and "Bones" as well this year. Plans to get the 2101 painted are complicated by some metal work that needs to be done and re-prepping everything that has been in primer for years. We will just take it one car at a time.

In other work on the mainline, we will continue to clean



Photo by Stephen Barkkarie

MOW forces replace a dozen ties at the Spot spur.



Photo by Stephen Barkkarie

Mark Miller sets out the GGRM's F units at Hearst Siding.

up the Right of Way. SFPUC has pledged us some labor assistance to repay our support of their work at Joyland park. We will use the same technique with the burro placing a large can down at the site and transferring the trash to a large bin. I really want to see a tidy track for our passengers.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Stephen Barkkarie

Old drinking fountain repurposed as a wash stand.



Photo by Stephen Barkkarie

California Western M-200 receives a 41st seat.

Simms Metal in Richmond took in several bridge sections for scrap and have offered us all the timber from them. There is over three hundred good condition bridge ties and a bunch of guard timber as well. We need guard timber replacements on nearly every bridge on the line and the bridge ties will save a ton when we re-deck the Happy Valley and/or the Estates bridges. They might be great for ties on a turntable also. A&K rail suppliers offered to buy the wood but Simms metal agreed to donate them to us instead.

Anyone who has walked through the car shop recently would be treated to the "Ranch" car showing no ribs on the North side. Even though some seams need to be welded, all the skin is in place and the car is looking awesome. Howard has also assembled a small compressor to give the car an independent water lift system which is a nifty little upgrade.

To prepare for use later this Spring, the M-200 railbus has been receiving attention. After reviving it to transport troops for the canyon clean-up a few fixes popped up. It was found the bell clapper quit working but turns out it just needed a couple O-rings and some lubrication. Also, the windshield wipers acted up and similar treatment has them slapping time again. An easy-to-use filler funnel has been made to make the chore of "burping" the torque converter more convenient. A stiffer mounting bracket has been added to the rear view camera to steady the image. That color camera upgrade is great, the picture is sharp and way better than the old side mirror. The sanders got a workout and are in good shape. The most important improvement is addition of a restroom facility. Historically the motorcar had a toilet with on-track dumping and was abandoned long ago along with the water system being disconnected. Well, it just so happens that PLA had purchased a self-contained holding tank commode some years ago that has never been used. It looked like a tight fit but after some squeezing and a pinch, it finally came out right. What a relief, and not just for me, but for all the passengers that will come and go.

All things are looking good for NCRY in the coming year and I want to send my best wishes to all our friends and volunteers, especially the ones who can only be here in spirit. We have seen some new faces already and if the turnout of volunteers on the TOL is any indicator, lots of people are wanting to lend a hand. If you know someone who has skills, press an application in their hand and invite them out to the Canyon. Everybody wins. See you down the rails,

Stephen Barkkarie

NILES CANYON RAILWAY

Stack Talk

Alan Siegarth

Continued from Page 1

oil, painting and repairing the NATX tankcar (used for transporting water to Brightside) and painting flatcar MOW #6. These cars and others were used in various special events over the years including the Winterail Photographers Specials, PLA 4th of July operations and Steamfest Events.

In recent years, the PLA's operable freight car fleet has grown with more cars being inspected/repaired mechanically and elaborate paint and lettering done by Chris Hauf. The cars have been used more frequently over the past few years starting with a Lerro Productions charter in 2020 and several "Ride the 7 for the SP 1744" fundraiser charters. Chris has upped our game with painting the cars and installed fantastic lettering including all the data information such as on the SP Boxcar and Union Pacific Gondola.

Our efforts have been noticed by Dick Harley, who lives in Southern California and is an expert on Southern Pacific and other western railroad lettering practices. Chris started collaborating with him and he has provided the lettering in electronic form for the SP Boxcar and UP Gondola. Chris uses these files to create stencils for painting the lettering. According to Chris, Mr. Harley has been so happy to see his work in full scale that he recently made a donation to help the PLA continue the freight car preservation work – a \$10,000 donation! A big thank you to Dick Harley, your donation will help PLA's Steam Department restore future freight cars in our collection for use on the Niles Canyon Railway.

If you want to see our freight cars in action, there are still a few tickets left for the Niles Canyon Railway Lerro Productions Photocharter on March 29, visit their website for more information at - <https://www.lerrophotography.com/workshop-tour/california-steam-2022/>

Alan Siegarth



Photo by Alan Siegarth

A line of repainted and serviced freight cars at Brightside await their next operation in the Canyon.



Photo by Alan Siegarth

Henry Chandler and Charles Franz helping to prep the UP Gondola for paint.

NILES CANYON RAILWAY



Photo by Chris Hauf

Broadside of our Union Pacific drop bottom gon that is now complete with all new paint and lettering thanks to Chris Hauf along with lettering artwork by PLA member, Dick Harley. Another collaboration between Chris and Dick, this car really looks great and can typically be seen by anyone passing through our Brightside yard.



Building on a full repainting and nearly complete lettering job done two years ago for another photo charter, Chris Hauf has also added back the 45 inch Southern Pacific Lines logos to our SP boxcar along with the dimensional stenciling. The car still needs to have some additional stencil lettering along with the proper white stripe above the SOUTHERN PACIFIC added as the weather permits to complete the job. A special thanks to PLA member, Dick Harley, who is an SP freight car lettering expert for sharing the lettering in digital form with Chris so he could cut the proper stencils and do all of the application. Having a source for historically accurate lettering in digital form is great, and we thank both Dick and Chris for all of their hard work on returning this car to a period appropriate paint scheme.



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

Tales of the Past

Dexter D. Day - Operations Manager

This month's tale:

"A birthing story of Niles, from 1869-1870"

by Victor K. Wong

(Edited for the Club Car)

For Railroaders, it was just a station change. From the historical perspective of a place, it signaled a significant transition. The following is the rest of the story of the birthing of Niles. This is where this month's tale begins. The wheels were set in motion on Monday September 6, 1869. That was when the first through train from Sacramento, reportedly with Leland Stanford aboard, rolled onto the terminal of the old Alameda wharf to a waiting and cheering crowd. The celebration marked the completion of the final leg of the first transcontinental railroad "from the Missouri river to the Pacific Ocean." The first through train also marked the inaugural operation of the San Jose Junction (see Fig. 1).

While within the confines of Alameda Canyon (now Niles Canyon), the train from Sacramento stopped before the newly constructed San Jose junction (around present day Milepost 30.6). At San Jose Junction, a locomotive with several cars were uncoupled and switched onto the old WPRR line South to San Jose (hence its name: San Jose Junction), whereas the main train veered West and North to Alameda along the newly constructed San Francisco Bay Railroad Line. Due to the narrow confines of the canyon, the San Jose Junction was not suitable to be more than temporary. The permanent solution was to establish a new junction in the valley where there would be room to turn a locomotive around and for other switching operations.

"The Alameda Gazette reported in mid-October 1869 that a new junction (around Milepost 29) in the valley near Vallejo's Mills was graded. This was accomplished by using Chinese workers. Thus, laying the foundations for future Niles."

Sensing and seizing the opportunity, Plutarco Vallejo--a mining engineer, graduate of Santa Clara College, and son of Mills owner J. J. Vallejo--asked surveyor Luis Castro to subdivide a small triangular piece of land that included the Mills, adjacent to and East of the new junction. On Wednesday, November 3, 1869, Plutarco Vallejo recorded the Vallejo Mills subdivision as a plat of 23 town lots along Vallejo Street.

"In the following week, Central Pacific completed the track from Melrose to Oakland and moved its western terminus



Library of Congress. Map Courtesy of Randy Hees and Alan Frank

Fig. 1 September 1869 map of San Jose junction right in the confines of Alameda Canyon. A new junction in the valley near Vallejo's Mill would be established later. On the map under the "F" of San Francisco.



Western Railway Museum

This is the new station at Niles Junction. This was the transfer point for San Jose passengers to the Eastbound Overland.

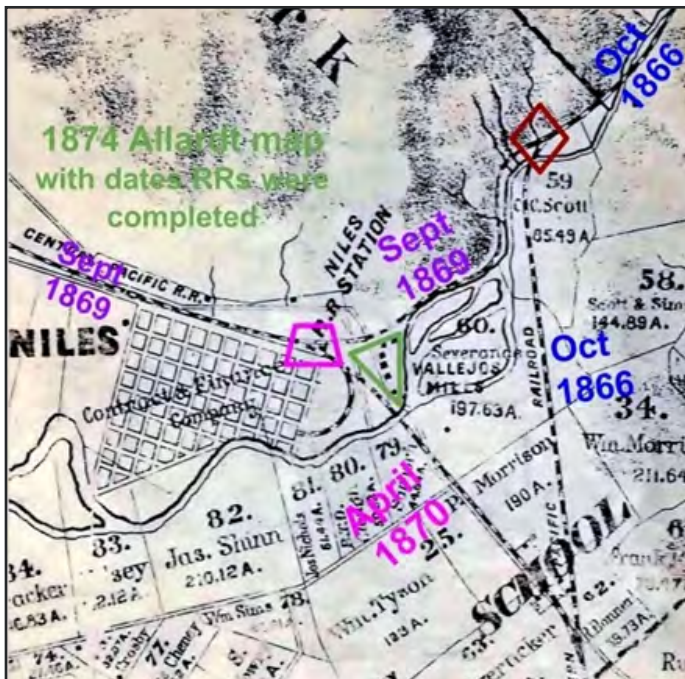
to Oakland."

"Also, Contract & Finance Company, a Central Pacific Railroad subsidiary, purchased a quarter section of land at \$150.00/acre adjacent to and West of the new junction with plans to subdivide it (which won't happen until 14 years later). Thus, within a month of completion of grading of the new junction, seeds of town lots were planted, or planned

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



1874 Allardt map of Niles, courtesy of Washington township Museum of Local History

Fig. 2. With the completion dates of the various railroads. Sept 1869: San Jose junction (diamond) operational with a new line (now CPRR) to the Bay. Oct 1869: grading of new junction done. Nov 1869: Plutarco Vallejo recorded plot (green triangle) of 23 town lots along Vallejo St. Nov 1869: Contract & Finance (CPRR) buys quarter Sections. April 1870: New junction became "Niles" and operational, and a new town around it was born.



Photo from the Fisher Collection courtesy of the Museum of Local History

Pre-1814 view of Niles Station from Vallejo Way crossing of mainline to East of station. Features: Telegraph line, ROW fences, track, tool houses, coal bin, turntable, roundhouse, water tank, freight house, passenger depot.

to be planted on each side of the new junction in the valley."

In the meantime, Central Pacific renamed the Vallejo Mills Station at the San Jose Junction in the canyon as "Niles", after Nevada County judge and Central Pacific railroad supporter Addison Cook Niles. The name change involved changing the name of the station sign in the canyon and in train schedules. The location of the station remained unchanged at the San Jose Junction in the canyon. The earliest mention (found so far) of this new name "Niles" appeared in an article in the Daily Alta California on December 3, 1869.

"On January 6, 1870, the Sacramento Daily Union reported that the junction adjacent to Vallejo's Mills in the valley was nearly completed." But several months had to pass before Central Pacific was ready to make the switchover from the San Jose Junction to the new junction. The delay was probably due to the need to double track the section from Melrose to San Leandro after having a horrendous head-on collision on that single-track stretch of track in November 1869. Finally, on Thursday, April 28, 1870. The Daily Alta California (as well as the San Jose Mercury news the day after) carried brief of a Central Pacific Railroad station change: "The station known heretofore as 'San Jose Junction,' will no longer be a stopping place for trains either way. Passengers for San Jose will change cars at Niles." "Quietly without fanfare, the new junction becomes "Niles" and operational."

The eight months old San Jose Junction in the canyon was decommissioned. Its southern approach was later abandoned and removed. Within months, the Niles Junction had a depot, complete with a restaurant and saloon for transferring to/from San Jose for the Overland Mainline to/from Oakland. Within several years. Niles Junction included a freight house, water tower, coal bin, and a locomotive roundhouse and turntable. More important, on April 28, 1870, a transportation lifeblood for the locality was inaugurated, and a new town, adjacent to the newly operating Niles Junction in Alameda Valley, was born.

This was a great article by Victor K Wong. Although you think you know some of the history of Niles Canyon, it is great when you can read the story and refer to maps of the area in that time period to make it clear. I really enjoyed working on this month's "Tales of the Past." It is a great history lesson for all of us, since we operate trains over the same turf this article covers. Hope all enjoyed reading this article. With that said. This tale comes to an end.

Dexter D. Day

NILES CANYON RAILWAY

A day of building East



Photo by Adam Weidenbach

Steve Hill watching Steve Barkkarie on CAT backhoe pulling load of ballast out of Verona Spur.



Photo by Adam Weidenbach

Steve Hill checking track superelevation.

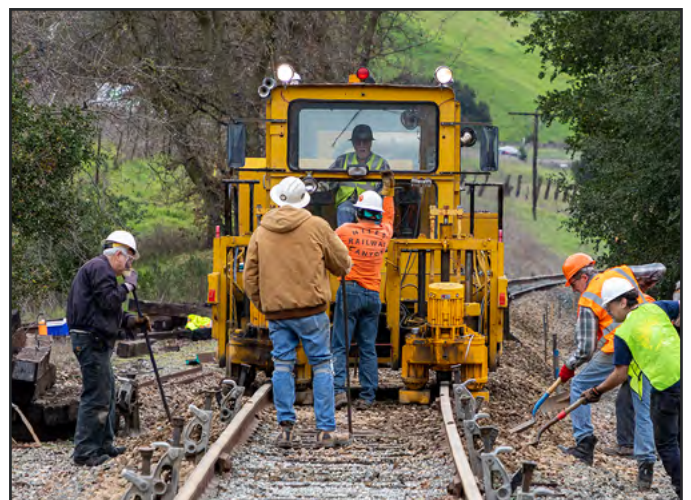


Photo by Chris Hauf

Crew setting rail profile with jacks, followed by tamper operated by Pat Stratton.

NILES CANYON RAILWAY

Membership Report

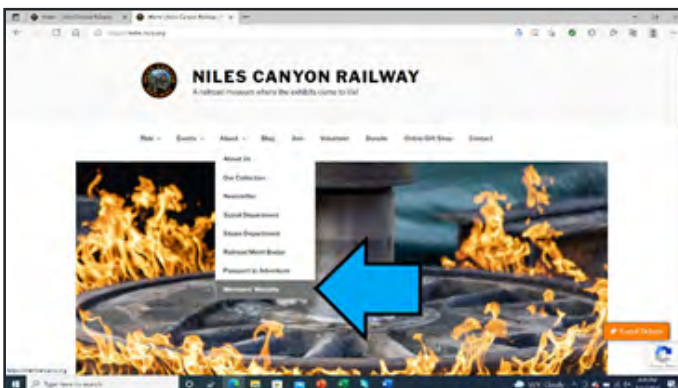
Rich Alexander - Membership Secretary

How to sign into the Member's Web Site

Your log in should be the initial of your first name and your last name, and your password. If you forgot your password, you can request one from Club Express or I can reset it for you. Be sure to check your junk or spam folders for your notification.

Step one:

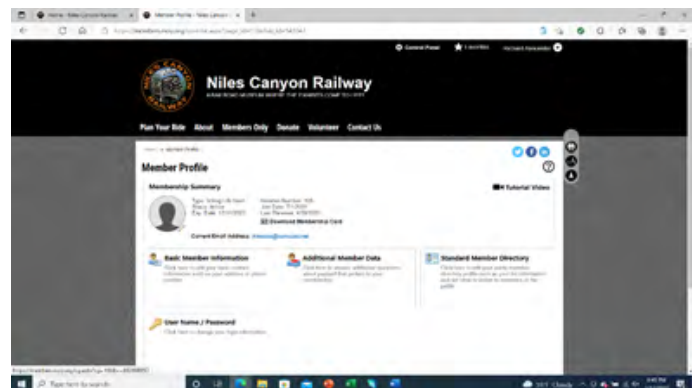
Log in at ncry.org; click on drop down tab 'About' then click on 'Members Website';



In the upper right hand corner click on 'member log in'



It should look like this:



Click on profile and you should see this:

I hope this makes it easier for you to check and update your information on the Member's Site (Club Express).

New and returning members:

Dalip Bahati, Therese Benavidez, Paul Brooks, Wade M. dos Santos, Craig Ferguson, Lawrence M. Johmann, Alan Laity, Kathleen Laity, Margo Olsen, Marc Petroni, Rebecca Shaffer, James Spencer

If you have any questions about membership, please contact me by email at: membership@ncry.org please do not use my personal email. If you do then Donna has to forward them to me.

Rich Alexander



Photo by Warren Haack

Steve Barkkarie installed a new system to pump water into the holding tanks at the same time as emptying the potty. This greatly speeds up time of operations. Yes the hoses are different sizes so no one can mix them up!

Treasurer's Report

Pat Stratton - Treasurer

Happy New Year. We are 50% through our July-to-June fiscal year ending in June 2022. Upon completion of our 2021 Train of Lights season the PLA's bank accounts look good. Thank you to everyone who took part, you helped make a difference for many people this COVID Holiday!

Our gross revenue from TOL was over \$804,000. Our net earnings can't be told yet because many expenses related to this activity haven't been booked - we will know more this time next month. It is an expensive activity for us to put on, but all indications are it was very successful, and not only financially - but our riders had a great time, and our volunteers did too.

Besides proceeds from ticket sales, our gift shop on the train did very well. You know that lovely quilt we had to raffle? We received donations of \$2,260 for it; we will send the quilt makers their half of \$1,130 and keep the rest.

Regarding our balance sheet, the Stock account (available for operations) value is \$9k higher than its cost; and we are drawing almost \$1,100 a year in dividends. Our Endowment account (an investment account, not directly available for operations) increased in value by over \$159k just in December. PLA has benefitted with \$570k in distributions over the years, with the principal intact and additional available for the right time and the right projects.

Last fall Gail Hedberg submitted an application for a \$1,000 grant to mul-

tiple Bay Area Walmart stores. Apparently their way of keeping grants local is to allow each store to separately determine their grantees. In December we received a grant from the Walmart in San Jose of \$1,000. No strings are attached, although they are hoping we can provide them with evidence (maybe photos, or a narrative) of "local community impact" that they can promote in their local community.

Back in the first half of 2021 Gail and Dennis Mann put together a fund raising campaign for the Ranch Car restoration. It promised matching funds to be provided by Nick and Gail Farwell. Upon ending the campaign in late June we had raised \$28,728. After passing this along to the Farwell's they sent a check for the match amount to continue funding of the Ranch Car. We have now raised over \$91,000 toward restoration. We have spent almost \$56,000 (including acquisition), with some of our largest expenses still to come - custom linoleum flooring, replace rubber seals in windows, air conditioning, work on the wheel sets, interior upholstery, and exterior painting. So, keep this character-filled lounge car in your hearts and minds, as more funds will be needed to complete it.

The PLA received over \$101,000 in donations during December. Donations of over \$23k to the General Fund included a \$5k donation, the \$1k from Walmart, and \$2,260 for the quilt raffle. \$7,700 of that came from the various Donation receptacles we placed throughout the TOL! That is great news, that after buying tickets to ride our train those same folks enjoyed the experience so much they contributed more - gave us a tip! I think this underlines what a great product we have and highlights the friendly service our volunteers give as well.

Our SP1744 restoration received \$22k in donations; The KM SP9010 received \$5k; the Ranch Car GN1242

received \$2k besides the almost \$29k match from the Farwells; we received a cool \$10k for "freight cars in general"; and another \$5k toward our long awaited locomotive shop. A donation of \$1k was made toward our efforts to upgrade our communications infrastructure; \$500 for MOW; \$400 toward the Pleasanton Extension; and \$800 in In-kind Contributions from members.

Note to all Volunteers: If you receive any products on behalf of the PLA, make sure the packing list or other receiving document gets to me with your signature, date, and "received" on it. I need to know this before making payment on the purchase.

I have had the pleasure, and the responsibility, to fill the position of Treasurer for the PLA these past 3 years. It really is a great job, a Board position in the thick of PLA activities. My term ends June 30, and there will be an election for the position for the next two years. If anyone would like to talk to me about running for this job, let me know. For the right new candidate, I might be convinced to drop out of the race. Think about it.

If you have any questions, let me know.

Pat Stratton

Stock Donations

Did you know you can donate gifts of securities to the PLA? Making a stock gift is simple and offers valuable benefits. You can donate appreciated stocks, bonds or mutual funds, and the total value of the stock upon transfer may be tax-deductible to you; and you will not be subject to capital gains taxes on the appreciation. Donations of securities can be made to the General Fund or our Endowment Fund. Contact your broker to initiate the transfer; then contact Pat Stratton, Treasurer, to complete transfer to the PLA. Call 650-888-8619. Email: treasurer@ncry.org.

TAX DEDUCTIBLE: The Pacific Locomotive Association is qualified under Internal Revenue Service code section 501 (c) (3) as a tax exempt organization. Thus, donations to the PLA are tax deductible as CHARITABLE CONTRIBUTIONS to the extent allowed by law. Our mailing address is P.O. Box 515, Sunol, CA 94586-0515. The PLA's Federal ID is: 94-6130878, CA ID is: 0501445.

Station Agent

Donna Alexander

Thank you Bob, Ruchit, Henry, Jacques, Peter, Logan, Mike, Gary, Dan, Doug, Raymond, Bob, Annie, John, Liam, Nick, Joe, Lou and sons, Roger, Glenn, Richard, Janet, Phil, Kylie, Cynder, Stephanie, Patrick, Bev, Stephen, Clark, Lauren, Sally, Dan, Crystal, Laura, Lindsay, Barbra, Rene, Karen, Susan, Connie, Theresa, Christopher, Jim, Rob, Kimmi, Steve, Sue, Ron, Dan, Gerry, Nancy, Mimi, Rose-Marie, Laura, Doug, Linda, David, Ed, Linda, Rebecca, Peter, Joyce, Alex, Brandon, Jack, Bonnie, Steve, Cathy, Hal, Madeline, Allison, Jim, Dexter, Steve, JoAnn, Mark, Wayne, Rhonda, Bob, Dalip, Bruce, Pat, Mary, Mika, Cody, Alan, Joe, Vicki and friend, Tom, John, Pat, Dave, Tom, Frankie, Florence, Wendy, Steve, Matt, Gretchen, Vivi, Angel, Honey, Juanita, Alex, Gail, Garrett, Rudy, Chuck, Nick, Patrice, Charlene, Brian, Paul, Jim, Rich. Some of you signed up your friends using your email address; if you did this, please let them know we appreciate their volunteering.

If you didn't sign up online but came out to help, thank you too. I got names from the online sign ups and my list, but towards the end we had some swaps with people not being able to work their spot and others came to take their place and I might have missed someone who came to help at the last minute. I also want to thank all of the train and engine crews for spending long days prepping the train and putting it to bed every night. All of you had longer days/nights than our other volunteers. I'm not able to access the lists for these spots online so I don't have everyone's names so this is a big group thank you to all of you.

I also want to thank all of the volunteers who came out to Brightside and worked on decorating the train cars before operations, or anything else to prepare the train for the season. It wouldn't be a TOL without your help.

We weren't sure what was going to happen this year or if we would be able to complete the TOL year but it happened and we did, and it was a very successful event. And wow! We had approximately 41 NEW to Train of Lights volunteers this year! What a fantastic amount of people showing they wanted to help. We couldn't have done it without all of you supporting this event. And if you weren't able to volunteer this year, I hope next year will be better and you can come out and enjoy the season while helping on or off the

train.

I hope everyone had a great time and enjoyed working at the various spots, and you will look forward to volunteering with us during our February through October operating days and also sign up for volunteering again for our 2022 Train of Lights.

Thank you again to all of our volunteers for this year's fantastic Train of Lights!! It couldn't have happened without all of you working together!!

donna alexander

TOL Volunteer Appreciation Celebration & Dinner

Lucie Stern Community Center
1305 Middlefield Rd, Palo Alto, CA 94301

Sunday, March 6, 2022

4:00-7:30pm

For all TOL volunteers and spouse/guest!

We will provide:

Baked ham, roast turkey, roast beef, cheese & sourdough bread, paper plates, knife/fork/spoon, cups, napkins
coffee, water, & hot tea.

Potluck:

Bring a salad, side dish, dessert, or drink to share,
plus a serving utensil (if needed).

Cost:

No charge if RSVP by Sunday Feb 27.

RSVP at:

https://members.ncry.org/content.aspx?page_id=4002&club_id=541047&item_id=1631434

\$10/person at the door if RSVP after Feb 27.

**Questions? Contact Doug Debs, cell 650-704-1487,
e-mail: dougdebs2472@yahoo.com**

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

RETURN SERVICE REQUESTED

Nonprofit Org.
U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material



Train leaving Molate Beach on Castro Point Railway in 1984 with QRR #2 and CVRR #4.

Photo by the late CG Heimerdinger Jr.