



THE CLUB CAR



Bulletin 713

Pacific Locomotive Association, Inc.

January 2023

Steam Department volunteers keep on Chugging



Alan Siegwarth Photograph

Charles Franz machining a taper bolt for a frame repair on the SP #1744. The Pacemaker Lathe was purchased several years ago for work on the #4 and has become an invaluable addition to the PLA shop. Thanks to Dennis Daugherty for finding, helping to acquire, setting and leveling this lathe in the shop for our use.

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As I write this another TOL is running during a busy December of trains. Steam Department volunteers in addition to helping on the TOL have been working on a lot of projects at Brightside. The first order of business has always been our running locomotives and both the Skookum and the #4 have had minor repair work to fix issues written up during their last operations – repairs we need to complete in preparation for this year's

operations. We also finished the extensive amount of work required to prepare the locomotives for winter such as blowing water out of the appliances and everyone's favorite job – cleaning the smokeboxes. Smokebox cleaning has to be done to prevent acid erosion of the smokebox and front tube sheet but it is one of the worst jobs on the railroad – even wearing a Tyvek suit, mask and goggles does not prevent

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

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

Board of Directors Meeting

JANUARY 13
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

JANUARY 13
7:00 PM

In Whitehouse @ Brightside
In-person & Teleconference

CLUB CAR DEADLINE

The deadline for submitting articles
and photos for next month's issue
of The Club Car is the
20th OF THIS MONTH

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

Digital photos should be saved as
PC format .jpg files.
A **WORD** file with the photo number,
description of photo and
identifying the people in them
IS REQUIRED.

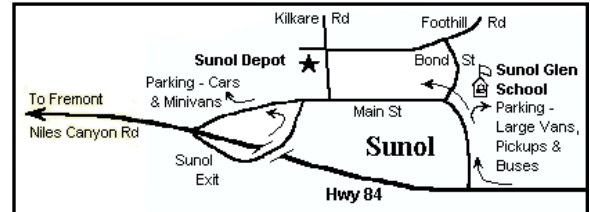
Send to the Editor, Barry Lependorf
at clubcar@ncry.org

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

BOARDING LOCATIONS

SUNOL DEPOT

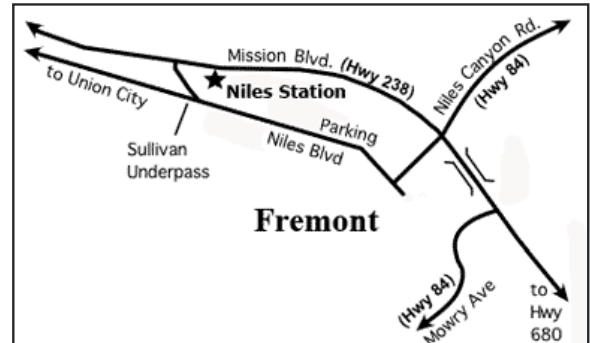
6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536

This station
temporarily closed



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

President	Henry Baum	(925) 447-7358
Vice President	Mike Strider	(707) 318-2633
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Director-At-Large	Justin Legg	(510) 717-4944
Director-At-Large	Warren Haack	(650) 726-7952
Director-At-Large	Bob Pratt	(510) 421-7483

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Car Department - Dennis Mann	Public Relations - Henry Baum
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Crew Caller - Jackie Vlasak	Station Agent - Sunol - Donna Alexander
Gift Shop - Patrice McDonald	Steam Department Head - Alan Siegwarth
Hazmat Manager - Doug Debs	Steam Hosteler Training - Jeff Schwab
Member Communication - Linda Stanley	Train Master - Mark Miller
Museum Curator - Dennis Mann	Volunteer Coordinator - Ed Best
New Member Orientation - Glenn Fountain	Yardmaster - Stephen Barkkarie

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

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General Meetings are held on the 2nd Friday of January, March, May, June, July and October at 7:00 p.m. in the Whitehouse at Brightside Yard. Members, Sponsors & Guests are welcome.

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

NILES CANYON RAILWAY

HAPPY NEW YEAR

Our Regular Train Operations will begin in

February 2023

Plan on riding our trains and enjoying the views of Niles Canyon!

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 4200 volunteer hours for the month of November. Please continue to report your volunteer hours to me by e-mail at volunteers@ncry.org. Train Crew hours are collected directly from the log sheets and meeting attendance by teleconference is reported to me by the Membership Secretary.

Administration

Henry Baum
Mike Strider
Matt Petach
Rich Alexander
Pat Stratton
Steve Barkkarie
Justin Legg
Warren Haack
Bob Pratt
Chris Hauf
Dexter Day
Don Gholson
Donna Alexander
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Commissary

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Linda Best
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Pat Stratton
Peter Midnight
Raymond Swift
Renee Turnbull
Ron Thomas
Sally Mills
Stephanie Rubasky
Steve Coon
Sue Thomas
Tom Crawford
Zonker Harris

Depot Crew

& Operations

Allison Wright
Bob Gilbert
Dalip Bahati
Dan Mills
Dexter Day
Donna Alexander
Hal Briar
Joan Weber
Kristina Parkison
Linda Stanley
Madeline Briar
Mark Whitman
Rich Alexander
Sally Mills

Depot Crew

& Operations

Steve Miller
Vicki Witt
Wayne Stoddard

Docents

Gerry Dewees
Jim Evans
Mike Pechner
Nancy Dewees
Rich Alexander

Electrical & Signals

Bent Christensen
Bruce Burke
Curt Hoppins
Jim Stewart
Joe Romani

Facilities

Bob Bailey
Bob Bradley
Dee Murphy
Doug Debs
Jacques Verdier
John Zielinski
Linda Stanley
Steve Coon
Steve Jones

Gift Shop

Charlene Murrell
Cynder Niemela
Gail Hedberg
Patrice McDonald
Sue Thomas

Mechanical

Alan Siegwarth
Art Randall
Charles Franz
Chuck Kent

Mechanical

Dee Murphy
Gerald Dewitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
John Blaine
Linda Stanley
Steve Jones

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Charles Navarro
Chris Campi
Doug Vanderlee
George Mednick
John Link
John Zielinski
Jorg Linke
Matt Petach
Mike Pechner
Mike Strider
Pat Stratton
Paul Bartz
Rick Cory
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Knoeck
Wesley Van Osdol

Other

Adam Weidenbach
Alan Siegwarth
Barry Lependorf
Bob Bailey
Curt Hoppins
Dennis Mann

Other

Dexter Day
Donna Alexander
Ed Best
Jim Stewart
Jorg Linke
Linda Stanley
Matt Petach
Mike Strider
Patrice Warren
Steve Jones
Tom Eikerenkotter
Warren Haack
Zonker Harris

Switching Crew

Chris Campi
Doug Vanderlee
Gerry Feeney
Jim Stewart
Jorg Linke
Kent Hedberg
Ron Thomas

Train Crew

Adam Weidenbach
Bent Christensen
Bob Pratt
Brad Jones
Chris Hamilton
Curt Hoppins
Dave Burla
Dave Dietz
Doug Vanderlee
Ed Best
Eric Wright
Gerry Feeney
Jackie Vlasak
Jim Stewart
John Link
John Sutkus
John Zielinski
Jon Williamson

Train Crew

Jordan Hamilton
Jorg Linke
Kent Hedberg
Liam O'Leary
Mark Miller
Mason Denton
Matt Petach
Michael Stockwell
Nick Zamora
Pat Stratton
Peter Savoy
Ron Quilici
Ron Thomas
Sanjay Bhandari
Scott Crislip
Ted Unruh
Warren Haack
Wesley Van Osdol

Train of Lights Other

Benita Harper
Bev Barkkarie
Bob Bailey
Bob Moore
Bonnie Harrington
Brian Schott
Clark Fuller
Curt Hoppins
Dan Thomas
Dave Best
Denis Murchison
Derek Johnson
Dexter Day
Donna Alexander
Doug Debs
Dylan Olson
Gail Farwell
Garret Farwell
Gerry Dewees
Henry Baum
Jacques Verdier

Train of Lights Other

Janet Smith
Jim McDaniel
Joan Weber
Joe Romani
John Link
Katie Rothe
Kent Hedberg
Kylie Montgomery
Lauren Fuller
Liam O'Leary
Linda Best
Linda Stanley
Logan Rubasky
Lou Bradas
Magan Harcourt
Marshall Williams
Matt Petach
Mika Stratton
Mike Pechner
Nancy Dewees
Nick Zamora
Norm Fraga
Pat Stratton
Paul Davison
Peter Bradas
Phil Montgomery
Phil Stone
Ray Freeman
Rebecca Schaffer
Rich Alexander
Richard Smith
Rob Giles
Roger McCluney
Rudy Kelley
Steve Barkkarie
Steve Coon
Sue Thomas
Theresa Pena
Tom Crawford
Toni Coplan
Zonker Harris

President's Report

Henry Baum - President



Alameda County Sheriff Deputies visiting passengers at the Sunol Depot with Conductor Bob Pratt.

Wooh, dodged a bullet last night. As I write this, we have 5 more operating nights for the 2022 Train of Lights. Looks like we will make it to the end, but not without a cost. I almost had to fill in for Santa, as the scheduled Santa became ill, and wisely opted out for the night. I have done Santa before, and it is not one of my favorite jobs. I have great respect for all who don the red and white fur suit. Paul Davison was able to rearrange his schedule and come out to help, and he will be finishing the Santa runs for the year. I will be eternally grateful.

This year, Covid variants, RSV and seasonal flu have really done a number on our volunteers. It is a total crap shoot to see who falls victim and who doesn't. Fully vaccinated, fully masked volunteers get sick, but

so do unvaccinated and unmasked volunteers. We know the volunteers recognize the dangers of coming out when sick, for themselves and others, and appreciate their decision to stay home. We can't risk our volunteers, who, let's face it, are not as young as when we started TOL.

We have had to work short-handed in some positions because of this but have not impacted the passengers so they would notice. It was shocking to me to see that we were short firemen for the two diesel crews, prompting the fireman to either walk from one locomotive to the other (a quarter mile hike), or if we had sufficient brakemen, we could move a brakeman to serve as fireman. As there is no coal shoveling involved, the fireman position is really about having a second set of eyes

in the lead locomotive to watch for dangers on the tracks ahead. But when reversing directions, waiting for a fireman to reposition is time consuming.

Again, I am amazed at the number of new volunteers who are coming out to help with the on-board staffing and at the depots. Also happy to see the number of freshman volunteers from last year returning for another go-round. The couples teams (not sure what to really call them, as they could be any number of combinations, but they come as pairs so I'm going to use the couples term) are really great to see, as they usually work well together and can handle just about anything.

As I said last month, the Alameda County Sheriff's Office Deputies continue their tradition of visiting with the passengers waiting for the train in

NILES CANYON RAILWAY

President's Report

Henry Baum - President

Sunol. This is popular with the deputies as well as the passengers. One night Sergeant Petrin and the ACSO Media technician came out to join the deputies and take some photos for their website and Facebook page. The photo on the previous page is a screen capture from the video they posted on Facebook. You can see the whole video there.

I think it is fantastic that they enjoy coming out to interact with our passengers, and to show that we all enjoy the holidays. One of our 'annual family tradition' passengers, after telling us how fantastic their trip was this year, did express concern to us about the large police presence at the depot that evening, and that she hoped the train was not causing an increase in need for so many deputies. As there is a very small number of deputies assigned to cover the 140 square miles that make up the tri-valley substation district, the fact that they can arrange to be in Sunol as often as they do says a lot about the criminal activity (or lack thereof) that allows them to come to Sunol. It's actually pretty centrally located, so if a call comes in, they are able to react fairly quickly. Since they have to be somewhere, why not interacting with our passengers? Everybody wins.

I want to thank all of the volunteers who have given so much of their time and risked their own health to make the 2022 TOL probably our most successful ever. I know I can never properly express our thanks for all those efforts. Did you know it takes 38 people to operate the train each night?

5 - TOL Parking lot Crew - Niles
3 - TOL Parking lot Crew - Sunol
2 - Niles Depot Ticket staff

2 - Sunol Depot Ticket staff
2 - TOL on-board Gift Shop
5 - Commissary Crew - Snack Bars
3 - Commissary Crew-Dome Car Hosts
3 - Commissary Crew-Parlor Car Hosts
2 - TOL Caboose Hosts
1 - Electrician
1 - Docent
1 - Santa
4 - Locomotive Crew
1 - Conductor
3 - Brakemen

It can be done with less, as some positions can be staffed by a single person doing double or triple duty. And of course, it can be done with more, as sometimes slots get split for the 2 trains, and we have trainees in some slots. Without those volunteers expressing a desire, the TOL would not be able to run as many nights.

Think about how many fewer people it takes to run our normal weekend operations (it's around 9 or 10) These

opportunities are just as important that they be filled with talented volunteers, and you can see how important it is to have volunteers all year round.

As we go into the holiday season, I want to again suggest that another great way to help the organization besides donating your time is donating your money. As we have to go outside for more and more tasks, the need to hire and pay for getting things done becomes more necessary. That really then translates into how many projects we can get 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. I REALLY want to hear your thoughts on what we should be doing to move the organization forward.

Respectfully submitted
Henry Baum

Commissary Department

Commissary Dept staffs the Parlor, Dome, All Day Lunch, and Snack bar cars on the Train of Lights. This requires 11-12 volunteers every night. Storage space onboard is quite limited, so we restock supplies before every train. Everyone has done a great job this season! Each week we serve about 3000 cookies, 1700 cups of hot cocoa and hot cider, 1000 bags of snacks (chips, Fritos, nuts, etc), 500 bottles of water, and lots more. On cold nights it can be controlled pandemonium as orders pour in for hot drinks and snacks, but our fast-working (and fast-learning) volunteer teams do it with smiles and

make it look easy. We receive lots of compliments for such friendly and efficient service.

Doug Debs

Commissary Mgr.

SAVE THE DATE

**TOL Volunteer Appreciation Party
Saturday February 4, 3-6 pm**

All volunteers who helped make TOL happen, both onboard the train and not onboard the train, are invited!

Details to be sent by e-mail.

For info: Doug Debs, 650-704-1487.



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

Here we are on the cusp of a bright new year, and nothing foretells a better coming annum than a successful conclusion of the last. Though preparations were harried and came right down to the wire, careful planning and years of experience had us hitting the rails with another brilliant consist. Even given the early start this year, changes to the operations and some holes in the crew calendar, the 2022 Train of Lights (with another sold out season) rang in the Holiday season for thousands of Bay Area families with our usual flair.

Of course, we can't forget the whole reason we run the TOL. It is a fund raiser to give us the ability to carry out our main mission, the preservation and restoration of our historic fleet and provide the opportunity to experience railroading for future generations. From that perspective, we were very successful, but it does not come without some bumps in the road and some real dedication from our hard-working volunteers. We have been fortunate to have new crew members, service staff and support crews pull up their bootstraps and step up to fill unexpected openings, as well as our veterans supporting each other selflessly throughout the season.

Within the first two weeks we experienced a failure of the main generator during start-up and had to switch off to the back-up system. With some difficulty with cable connections, we made a seamless transition and didn't even get off schedule. The cause turned out to be the main breaker on the Generac powerplant. Of course, this had to take place on a Friday night so no parts would be available for days but, not to be deterred, Doug Vanderlee and Rich Alexander jumped in the next day to remove the offending circuit breaker. Turns out a bad connection caused one pole to fry. Luckily, a search

of our parts inventory discovered a replacement on hand, saving us time and money. (Turns out hoarding pays off on occasion.)

This season we also introduced an additional restroom facility in the articulated coach to relieve the pressure on the toilets in the commissary car. This really eased holding in line for passengers and the extra work for crews was kept to a minimum by servicing the car at start-up instead of during operations. It took several runs to fine tune the water use and make it last for both runs, but after that everything flowed like clockwork. (We did have one exception when an enterprising passenger attempted to flush an entire spare roll of tissue which caused an unfortunate mess of things. We learned not to leave loose rolls in the room.) A small change like that really improved the experience and we received many positive comments from that end of the train.

I was particularly impressed with our new crop of brakemen who showed up in force and really were a testament to the fine job of training they received. Keep up the good work. Also, I would point out how our conductor corps adeptly covered for each other when spots weren't filled, and many filled open Brakeman's positions as well. (Warren, Ted, John, Jorg, Jon, you know who I mean) In particular, I would hat tip to veteran conductor Brad Jones who seemed to be on the train every night encouraging others to follow suit with his level of commitment in his unique style. I always enjoy working with him myself. When the need arose, Bob Pratt stepped up to conduct the TOL for his first time and did an admirable job. Thanks Bob. I would like to name all our regular brakemen for their dedication, but just let me say I see and appreciate all your hard work.

I would be remiss if I didn't

acknowledge the challenges faced by our engine crews. Without going into detail, I will just say that it takes long hours of duty to pilot our holiday behemoth and I have great admiration for the professional way our engineers got the job done dealing with absences, equipment glitches and inclement weather. You all deserve a pat on the back.

Another group that does a difficult but essential job is those who direct parking. These folks are the first contact with passengers and keep everyone safe and timely rain or shine. This is especially important in Sunol where local businesses also need to use the limited number of spaces. Even working with short crews, they seem to find room for everybody night after night. Thanks, from all of us to all of you.

All the while in the backs of our minds is what comes after the train is put to bed and the possibility of what we can accomplish with our coffers replenished. Right off the bat we plan to pull the #3380 "Bones" out of service to receive a paint job and just the other day work on the South side of the "Ranch" car has begun. I have heard rumors of turbos being readied for the KM9010 and of course work on windows for the #315 windows will continue. We will see progress continue on the Eastern front and this year we will begin to receive donated items from the Santa Clara Co. donations. Just to mention a few items on the radar. If you ever considered getting involved, 2023 is looking like a great year to get involved. We have an expanding number of projects planned and could use all the help we can get. Make a resolution to be a part of the solution and support your local railroad.

General Manager,

Stephen Barkkarie

Treasurer's Report

Pat Stratton - Treasurer

You haven't seen much of me since I picked up Covid on 11/30. I'm alive and well, testing negative. However, until a few days ago I have been confined to my home.

Our cash position gets better by the day, as we earn the revenue from the tickets we sold in mid-October. Each day's runs bring in about \$40k. Also, our commissary and gift shops are covering their costs much better than last year, with the increase to \$2 per item.

I'm trying to do better with our idle cash than the .002% our Money Market account is earning. I was able to

put \$238k into a 4.75% CD which will pay us \$11,200 at the end of one year. I should be able to make a couple more similar but shorter term set-asides by mid-January.

The cost to repair the damage to our new dump truck done by rodents is unbelievable at \$11k. We have to find a way to protect it from that - maybe start it up at least weekly? Or build a garage.

I just got a flyer from the Western Railway Museum, their annual project fund raiser. They are starting construction on their Car Barn 4. They have over \$1.8 million but need more - how

much they don't say. That scares me, a lot. Will we ever get a car barn built? We are supposed to be all about restoration of this old equipment, then maintaining it. Responsible use of it doesn't seem as hard on it as the weather - the "warm California sun". Except maybe the rats.

Short report this month. I hope to see you this week on the last of the ToL's.

Pat Stratton

Treasurer

Membership Report

Rich Alexander - Membership

By the time this comes out the Train of Lights will be over. Things have been busy and I have fallen a little behind on the Membership duties, but I should be back on track right after the New Year.

For those of you who are having trouble renewing you can always send in a check to:

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

Dues are \$48.00 for primary member, \$24.00 for secondary member, \$12.00 for youths (under 18 years of age).

If you are having trouble with the Internet site you can always call me (510-508-0503) or email me at membership@ncry.org and I can walk

you through it.

New Members:

Linda Barkkarie; Douglas J. Durta; Susan Hayes; Keren Meyer; Jeanette Smith. A big welcome to these new members. If you see them around introduce yourself and make them welcome.

Rich Alexander



Mike Strider Photograph

Verona station sign one early morning.

Notes from the Hazmat Sheds

This Fall Bob Bradley, Brad Jones, and I disposed of 3 loads of miscellaneous hazwaste (empty and partially-full aerosol cans, old paint & sealers, old adhesives & Bondo, used solvents, small batteries, fluorescent light bulbs, old grease, used beadblast media, etc) using the Alameda County CESQG program for small business hazwaste. CESQG is far more economical for small quantities of hazwaste than any other option, and we get a detailed manifest proving that everything was legally disposed of (very important).

The new roof over Hazmat Sheds #1 & #2 works perfectly. After ToL, we'll finish connecting underground power to these sheds, install interior LED light fixtures, and build a screen wall under the roof to keep critters out. In the Spring we'll prep and paint Hazmat Shed #3 (the 3-door shed). Please contact me, Bob Bradley, or Brad Jones if you'd like to help.

Thanks!

Doug Debs,

Hazmat Mgr., cell 650-704-1487

Stacktalk

Alan Siegwarth



Alan Siegwarth Photograph

Henry Chandler and Gerald DeWitt working on suspension components.

Continued from Page 1

you from ending up covered head to toe in black soot that really does not wash off the skin until several showers later.

A substantial amount of work was also done on the suspension and frame of the SP #1744. Art Randall continued machining suspension components and completed the fireman's side spring pack bars – next up are the engineer's side spring pack. Unfortunately, to start this work the milling machine required repairs which took over ten volunteer hours to finish. Please ... DO NOT USE the machine tools in the shop unless you are cleared to use them as other volunteers do not have the time to fix what is broken because someone "assumed" they knew what they were



Alan Siegwarth Photograph

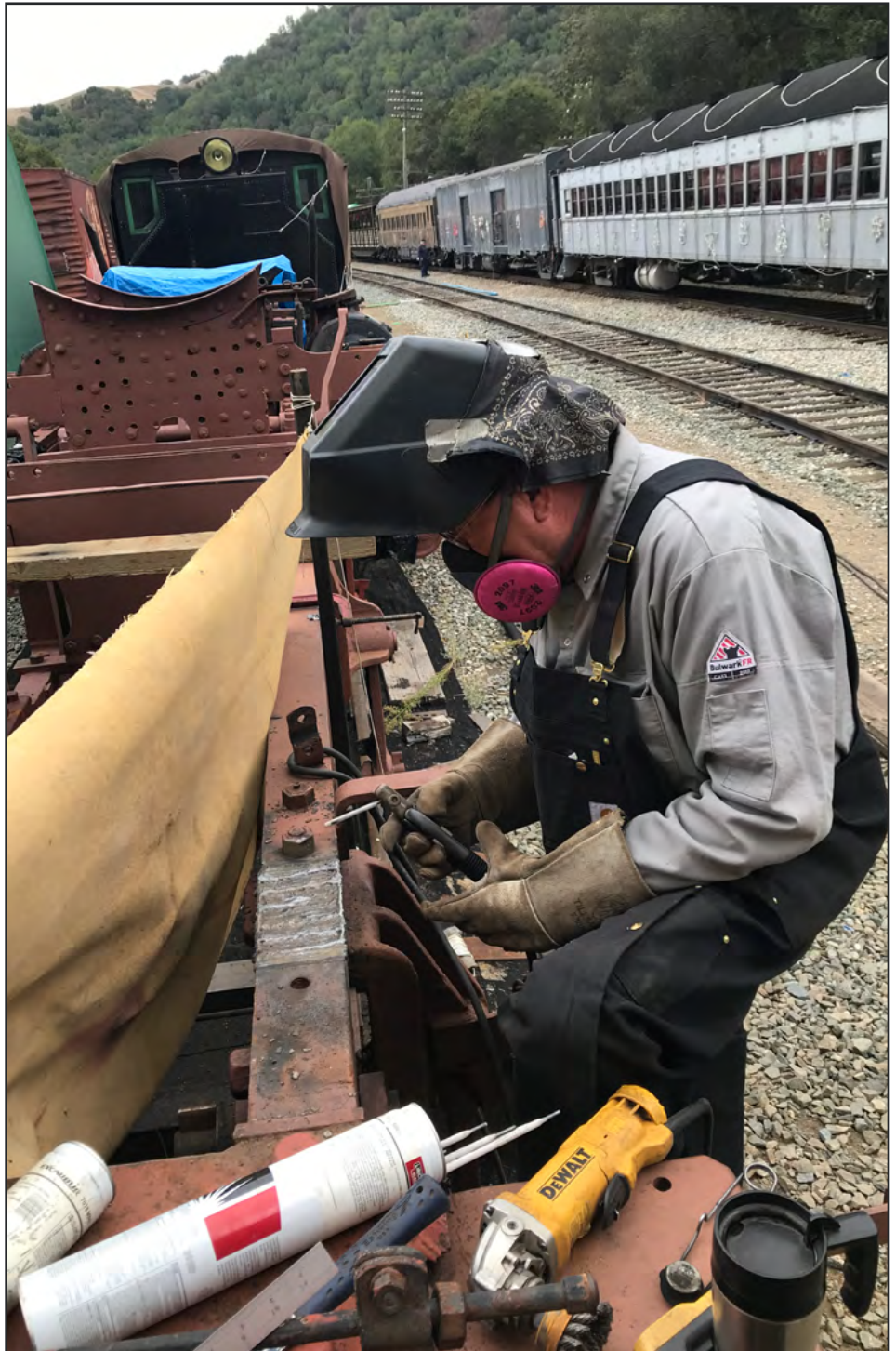
Art Randall machining one of the suspension bars with Chuck Kent's help.

Alan Siegwarth

doing. PLA has spent a substantial amount of money and volunteer time setting up the shop and cannot afford unqualified operators to damage the machines. If this issue continues, we are going to lock all the machines so they can't be used without first being qualified as a competent operator.

John Blaine continues the weld repairs on the SP #1744 frame and is nearly complete with repairing the furnace bearing wear on the frame – a huge amount of time welding by John and Emiliano went into this repair – thanks guys! While not directly working on the 1744, other volunteers are working on cleaning out one of the boxcars loaded 37 years ago during the move out of Castro Point. The car is filled with five-gallon buckets and milk crates filled with bolts and nuts – moving them is a backbreaking but necessary project. The bolts are being moved to the shop – if you would like to volunteer to help sort the hardware into our existing bins – please call Alan Siegwarth as we need the help! The goal of all this work is to clear space so material can be moved out of our steam boxcar and into this boxcar. The space gained in the steam boxcar will be used to empty the containers used to ship the 1744 parts from Alamosa and organize them to expedite the rebuild. Once emptied, at least one of the containers will be used to move SP #2479 parts from San Jose – a win-win project for both our SP locomotives under rebuild. Another win when complete is we will finally get the containers off the flatcar they are sitting on so it can be used for other purposes – the shell game continues in the limited space we have at Brightside!

Alan Siegwarth



Alan Siegwarth Photograph

John Blaine prepping for welding the furnace bearer area of the 1744 frame.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

A SIMPLE FLAT CAR GETS A NEW LOOK, "THE PARK CAR"

At one time not too long ago as time goes, we ran a nice little railroad called the Castro Point Railway at Point Molate in Richmond. It wasn't what you would call a large operation, but it was a nice run along the water. We also ran shorter and lighter weight trains which are not in use today.

The cars used were a Southern Pacific Railroad Coach and two home built open cars and a wood Caboose. The open cars called Adams cars which were built from flat cars which date back to the early 1900s. They had Arch Bar trucks and Truss Rod supports for strength since the cars did not have a steel center beam from coupler to coupler. These cars worked out fine for the operation at Point Molate, but now these cars are operating on the Niles Canyon Railway which have grades throughout the railroad. A problem for using these Adams open cars were heading our way. This is where this Tale begins.

The Adams open cars were left behind at Castro Point due to the status of the cars and major railroads will not handle that type car as they sat. When we started to expand the operation on the NCRY, we trucked these cars in from Castro Point and trucked the SP 1949 coach in from the Oakland Terminal Railway. The 44 tonner engine ATSF 462 was also trucked onto the NCRY. For the time being, this little train made a great addition to what we had been running which was the M200. The little train ran that way until we trucked in another Coach WP 315. The little train was starting to grow and we had to position the two Adams cars on the uphill end of the train. At that time in the operation we pulled the train down to the end of the track and then it was shoved back to Sunol. At no



Buford (Biff) Shreeve Photograph

Train on Castro Point Railway with Adams cars that had Arch Bar trucks and Truss Rod brace supports. This was also the first train on the NCRY minus caboose.

time was there weight being supported from behind on the two open Truss Rod cars. It was time to start thinking of a new type of open car. We had a steel beam flat which would fit what we needed. Now to get the material. Just by luck, one of the Hardware stores had ordered and lumber was received to have the job canceled.

We were in the right place at the right time. They gave us the lumber for a fraction of the cost. The car that would become known as the Herder was a 40 ft. flat built and put into service. It had no seats, but it did carry people. That car worked out so well, the next 40 ft. car was being built the same way as the Herder, but this one was being fitted for a portable cover. We also received some seats from a church which were set up to go into the new open car. Thus,

this new car was called the Chapel Car. Although those two cars were a big addition to the train, there was a need for a new design that would be built from a heavier and bigger flat car. So, the plans for a 52 ft. flat were drawn up and approved to be built. This car was going to be built from steel supports welded for strength. The search was on for the best deal on steel tubing which was found but we had to cut to fit. We bought it and now we needed a contractor to build the car for us so we can have it ready sooner than later. The car chosen was the Navy 52 ft. flat which was all steel. This was going to be a strong car.

The construction was done by a cut to fit method from the blueprint we had. As the car continued to be built, it started to take shape and it should be a great

Dexter D. Day - Operations Manager



Paul Veltman Photograph

Carlo Borlandelli fits floor boards prior to being screwed down for Park Car.

car to operate with our heavyweight passenger cars. As the steel work concluded, the finishing work began by our crews. Carlo Borlandelli took on the task of leading the helpers in what to do with the part of the car our members were helping to build. Although the frame was steel, the roof and sides were still wood. The roof beams had to be cut to match and the roof also had to be pieced together to fit. This new car turned out to be a big project. The flooring was a new material which we decided to use for the flooring of the car. The TREX floor turned out just what the doctor ordered. The cost of this car was beginning to add up with all the material that had to be bought. The decision came down that the car should have benches put into it. Something like you find in the park to sit on. The benches were bought. It was discovered if we put the benches in as bought, there would be a narrow aisle. It was decided that the benches would be cut for a bench

Continued on next page



Paul Veltman Photograph

Crew attaches floor boards to stringers in Park Car.



Patrice Warren Photograph

Carlo Borlandelli putting finishing touches on sides prior to painting.

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

for two people. That would allow for a usable aisle. The interior sides of the car were painted a nice green color and now it was ready for bench placement. When the benches were in place, the finished look of the car was great. Now all that was needed was a nice coat of



Patrice Warren Photograph

Carlo Borlandelli working on roof of new Park Car.



Patrice Warren Photograph

Gary Dewees spreads roofing material on the roof of the newly built Park Car.



Patrice Warren Photograph

The new bench seats for the Park Car that have been cut in size to fit.

Pullman green. This car really looks great. It even has a side gate cut into the car on one side for ADA loading. Of course, the car needs a name, "THE PARK CAR". It being the latest addition to the NCRY fleet at that time. While not the most expensive rebuild PLA ever did, it's probably become the most expensive flatcar in existence. The car has been in service since 2003 and it has seen many miles and been through many storms. This last year, 2022, it was decided that the Park Car was due for a rehab so it can serve the PLA for many more years. This year, Steve Barkkarie arranged for "The Park Car" to be pulled out of service and start a rebuild process for the car. The new addition to the car is a new gate to the opposite side to the original one and all new TREX siding to replace the wood sides which were failing fast. The car will have a complete new paint job and the roof will be reworked and sealed. The work on the car is complete and the car is back in service again and should be good for another 20 years before any major repairs will be needed. With that said, another tale comes to a close.

Dexter Day



Dexter Day Photograph

Steve Barkkarie cutting new Trex siding for rebuild of siding on Park Car.



Dexter Day Photograph

The Park Car is almost ready to be decorated for TOL. The car really looks good in its new paint.

NILES CANYON RAILWAY

Train of Lights behind the scenes



Christopher Hauf Photograph

A very successful Commissary Department training session was held on Saturday, November 12th for all interested volunteers. Here the workings of the SP #10040 car are explained. The #10040 is setup as a chair car for first class ticketed passengers.



Christopher Hauf Photograph

TOL Conductor, Jorg Linke, is all smiles as he walks the Niles platform prior to departure.



Christopher Hauf Photograph

Your Niles Canyon Railway Gift Shop Team of Charlene, Patrice and Gail.



Christopher Hauf Photograph

Train crew awaiting departure. Brad Jones (left) and Mason Denton (right).



Christopher Hauf Photograph

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



Christopher Hauf Photograph

Your hot cocoa crew in the kitchen of the All Day Lunch!

NILES CANYON RAILWAY

Dedicated Build East Crew Working in Inclement Weather

On the first Saturday of December, 2022, a few dedicated volunteers gathered to perform work on the east build project and replaced 17 crossties that were not suitable for track. PLA members Matt Petach, Chris Campi, Doug Vanderlee, Steve Hill, Steve Knoeck and Mike Strider braved the cold drizzly day to advance the east build progress. No track surfacing was done but will continue in January. The crew made it back to the yard in time to avoid the Train-of-Lights operation. Other than wet gloves, the crew stayed relatively dry with the required rain gear. Generally, more work per person gets done when the weather is cool. Also, some of the best work days are in the cool winter, and not in the hot days of summer. Hopefully our first Saturday in January will be a cool productive work day. Come out and join the fun.

Mike Strider



Matt Petach Photograph

Building East crew at MP 38.8, replacing ties in the rain.



Matt Petach Photograph

MP 38.8 looking east replacing ties in the rain.



Mike Strider Photograph

MOW train switching out with help of Chris Campi at Verona on a rainy day.

NILES CANYON RAILWAY

Build East Crew Working in any kind of Weather



Christopher Hauf Photograph

The Build East crew was back out for the first Saturday of November. While Matt Petach watches the level, Chris Campi gives it his all on the track jack bar.



Christopher Hauf Photograph

The crew has a series of track jacks deployed to bring the process of jacking the track to the proper level for that location before the tamper comes in to set the stone under the ties.



Christopher Hauf Photograph

Project lead, Mike Strider, tends to some ballast as the tamper waits to continue its work.



Christopher Hauf Photograph

Pat Stratton carefully operates the tamper under instruction from Mike Strider.

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The Train of Lights pulling in to the Sunol Depot in the rain.

Mike Pechner Photograph