



THE CLUB CAR



Bulletin 716

Pacific Locomotive Association, Inc.

April 2023

Build East Day Coupled with Special SP Train



Chris Hauf Photograph

Volunteer Train headed Westbound between Hearst and Verona Road.

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Our regular first Saturday of the month build east workday was blessed with the cooperation of Mother Nature and a special historic looking train to pick up volunteers for lunch in Brightside Yard. March 4 saw a record 22 volunteers working track at our east track building site near the Happy Valley Road bridge. Much work was accomplished raising track to finished grade, dropping ballast and replacing downed and unsuitable cross-ties. We

are just a few hundred feet from the bridge and we hope to accomplish this task in the next couple of months as a major milestone in our effort to build toward Pleasanton. The track crew had no rain all morning, and just as the train arrived to pick everyone up, the rains came down. The special Southern Pacific train consisted of SP 5623 (GP-9 torpedo tube) and the SP 2473/2474 articulated coach resembling a "Del

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

Board of Directors Meeting

APRIL 14

5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Members Meeting

APRIL 14

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

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

JOIN THE PLA

Yearly Membership Dues:
Primary \$48.

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

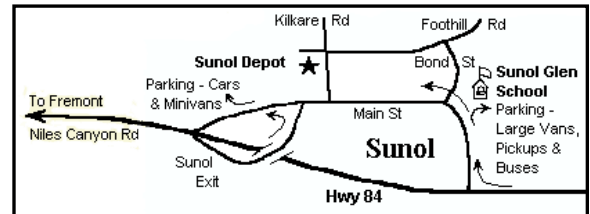
Payments can be made on-line through
info@ncry.org, or by check mailed to:

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

BOARDING LOCATIONS

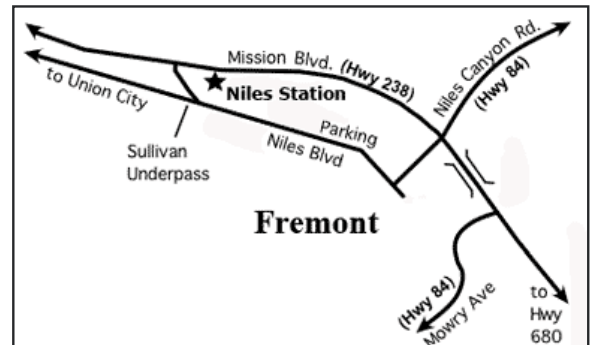
SUNOL DEPOT

**6 Kilkare 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	Matt Petach	(408) 256-2883
Membership Secretary	Rich Alexander	(510) 508-0503
Treasurer	Pat Stratton	(650) 888-8619
General Manager	Stephen Barkkarie	(510) 368-1733
Director-At-Large	Justin Legg	(510) 717-4944
Director-At-Large	Warren Haack	(650) 726-7952
Director-At-Large	Bob Pratt	(510) 421-7483

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

Brush Cutting - Mark Whitman	Operations Manager - Dexter Day
Car Department - Dennis Mann	Public Relations - Henry Baum
Charter Agent/Docents - Jim Evans	Road Foreman of Engines - Kent Hedberg
Chief Engineer - Mike Strider	Security Department - Jim Evans
Club Car Editor - Barry Lependorf	Signal Department - Curt Hoppins
Commissary - Doug Debs	Station Agent - Niles - John Fenstermacher
Crew Caller - Jackie Vlasak	Station Agent - Sunol - Donna Alexander
Gift Shop - Patrice McDonald	Steam Department Head - Alan Siegwath
Hazmat Manager - Doug Debs	Steam Hosteler Training - Jeff Schwab
Member Communication - Linda Stanley	Train Master - Mark Miller
Museum Curator - Dennis Mann	Volunteer Coordinator - Ed Best
New Member Orientation - Glenn Fountain	Yardmaster - Stephen Barkkarie

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

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

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

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

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

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

NILES CANYON RAILWAY

April Activities

April 1	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
April 8	2nd Saturday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
April 9	2nd Sunday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
April 14	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
April 14	2nd Friday	General Member Meeting, 7:00 pm - Brightside - Henry Baum
April 15	3rd Saturday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
April 16	3rd Sunday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
April 21	3rd Friday	School Train, 10:00 am & 1:00 pm - Niles - The Alexanders
April 23	4th Sunday	American Cancer Society Train, 10:30 am, 12:30 pm, 2:30 pm - Sunol
April 27	4th Thursday	School Train, 10:00 am, 12:00 pm - Sunol - The Alexanders
April 29	5th Saturday	Speeder Rides, 10:00 am to 6:00 pm - Bob Pratt

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,300 volunteer hours for the month of February. 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.

Administration

Henry Baum
Mike Strider
Matt Petach
Rich Alexander
Pat Stratton
Steve Barkkarie
Justin Legg
Warren Haack
Bob Pratt
Chris Hauf
Curt Hoppins
Dee Murphy
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mark Miller
Mary Asturias
Rich Alexander
Steve Slabach

Archives & Library

Brian Hitchcock

Car Department

Bent Christensen
Bob Moore
Bob Pratt
Bruce Burke
Chris Hauf
Dee Murphy
Denis Murchison
Dennis Mann
Howard Wise
Jack Harrington
Jim McDaniel

Car Department

Joan Weber
Kurt Olsen
Linda Randolph
Marshall Williams
Matt Petach
Norm Fraga
Phil Stone
Steve Van Meter
Tom Crawford
Wesley Van Osdol

Commissary

Benita Harper
Bob Bradley
Bonnie Harrington
Dave Hipple
Donna Alexander
Doug Debs
Jack Harrington
Jacques Verdier
John Link
Justin Legg
Matt Petach
Rich Alexander
Sally Mills
Sue Thomas

Docents

Jim Stewart

Electrical & Signals

Bent Christensen
Bruce Burke
Curt Hoppins
Jacques Verdier
Jim Stewart

Facilities

Jack Harrington
John Zielinski

Facilities

Linda Stanley
Steve Coon
Steve Jones

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Bill Stimmerman
Charles Franz
Chris Hauf
Chuck Kent
Dee Murphy
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Karl Swartz
Kurt Olsen
Rich Gove

Meetings

Alex Castro
Bob Bradley
Bob Pratt
Charlene Murrell
Chris Campi
Chris Hauf
Curt Hoppins
Dave Burla
Dave Harris
Dee Murphy
Don Gholson
Donald Kirker
Donna Alexander
Doug Vanderlee
Ed Best
George Childs
Henry Baum
James Baber

Meetings

Jeff Haslam
Jim Evans
Jim Stewart
John Williamson
Jorg Linke
Justin Legg
Karen Kadaja
Kent Hedberg
Kurt Olsen
Leslie Smith
Liam O'Leary
Linda Stanley
Lou Bradas
Mark Whitman
Marshall Williams
Matt Petach
Mike Strider
Pat Buder
Pat Stratton
Patrice McDonald
Paul Veltman
Rich Alexander
Steve Barkkarie
Steve Jones
Steve Slabach
Thomas Libbey
Tim Flippo
Tom Eikerenkotter
Warren Haack
Zona Fowler

MOW & Track

Bob Gilbert
Bob Pratt
Brad Jones
Brandon Stone
Charles Navarra
Chris Campi
Dave Ferguson

MOW & Track

Dee Murphy
John Zielinski
Jorg Linke
Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Patrick Wan
Paul Bartz
Rick Cory
Ron Thomas
Ryan Tan
Steve Barkkarie
Steve Hill
Steve Meyer
Tom Anderson
Wesley Van Osdol

Other

Alan Siegwarth
Barry Lependorf
Curt Hoppins
Dennis Mann
Doug Debs
Ed Best
Jeff Haslam
Matt Petach
Mike Strider
Pat Stratton
Patrice Warren
Steve Barkkarie
Tom Eikerenkotter
Warren Haack
Zonker Harris

Switching Crew

Ed Best
Gerry Feeney
Rich Gove

Train of Lights

Undecorating & Celebration

Barbara Underwood
Benita Harper
Betty Ellis
Betty Lee Petach
Bev Barkkarie
Bill Kenney
Bob Bradley
Bob Moore
Bob Pratt
Bonnie Harrington
Brian Schott
Brooke Murphy
Bruce Burke
Campisi Rumholtz
Chris Hamilton
Christopher Hicks
Crystal Rumholtz
Cynder Niemela
Dalip Bahati
Dave Hipple
Dee Murphy
Denis Murchison
Diane Crawford
Doug Debs
Ed Best
Fred Underwood
Gail Farwell
Gerry Dewees
Hal Briar
Henry Baum
Jack Harrington
Jacques Verdier
Jeanne Digel
Jim Ellis
Jim Stewart
Joan Francis
Joan Weber

Train of Lights

Undecorating & Celebration

Joe Romani
John Link
Kathy Harrington
Laura Bajuk
Linda Best
Linda Randolph
Logan Rubasky
Madeline Briar
Mark Miller
Mark Whitman
Marshall Williams
Mary Asturias
Mason Denton
Matt Petach
Mike Pechner
Nancy Dewees
Nancy Pratt
Nick Farwell
Norm Fraga
Pam Stewart
Pat Buder
Pat Stratton
Peter Midnight
Phil Stone
Roger McCluney
Sally Mills
Sierra Murphy
Stephanie Rubasky
Steve Barkkarie
Steve Harrington
Steve Van Meter
Theresa Pena
Theresa Sawyer
Tim Flippo
Tim Rumholtz
Tom Crawford
Wayne Stoddard
Wesley Van Osdol

President's Report

Henry Baum - President

It is not raining, and the sun is shining. But another 'Atmospheric River' is on its way to wreak havoc on the Bay Area. While nothing as significant as the New Year's Day storm is expected, the high winds and additional rain from all these storms continues to do damage along the Right of Way. Saturated ground cannot support these large trees on the hillsides, and even the hillsides themselves are continuing to slip. Cleanup efforts will continue as necessary. I have not heard anything back from the County regarding our FEMA request, but am hoping to hear something soon, particularly regarding the bridge abutment inspections. The poor weather has also had an impact on progress towards getting the Bones repainted. You can't paint outside if it is too cold, or if it is raining. Hopefully, this weekend is looking better.

This past weekend we were operating trains, and CalTrans had decided to go ahead and close NB 680 as they originally had planned for two weeks ago. This made for a traffic nightmare around Sunol. Took me 45 minutes to drive from Brightside to Sunol (2 miles) then I got hung up going to Eastbound 84 due to a nasty traffic accident on 84. Luckily, with the good weather, Caltrans was able to get one lane open on NB680 around 1PM on Sunday, which would improve the traffic situation significantly for the ride home. Not sure how many reschedules we had due to folks not being able to get to Sunol, but on Saturday I was pleased to see how many folks did heed our advice and left extra early. At 7PM, CalTrans reopened 680, 10 hours early. Good job! This is not the end, but the other full closures are planned for Memorial Day and Labor Day weekends (when we are not running trains). Still may be good weekends to stay away from Brightside.

I have just finished reviewing the first draft of the updated Master Plan and am really pleased with the result. The new format gets the important information

out front, yet easily connects to all the other information to fill in the blanks. I want to extend my deepest thanks to the Master Plan Rewrite Committee members for their efforts so far, and cannot wait to begin sharing the finished product with Grant Authorities and Government Supporters.

I am putting together the Nominating Committee for this year's Board of Director's elections, and I am hoping that at least two NEW volunteers step forward to assist the (hopefully) returning members of the committee. The main purpose of the Nominating Committee is to put together a slate of candidates for the positions whose terms are expiring. This year it is the Vice President, the Membership Secretary and 2 of the Director-at-Large positions that will need filling. The Nominating committee will determine which current board members intend to stand for a new position, or re-run for their current position, or who will be stepping down. Those vacant positions will need to be filled with nominees. The Nominating Committee contacts all the voting members to determine if they are interested in standing for a Board Position, or know of someone who might be interested. If all 4 of the current office-holders wish to run again, then the Nominating Committee's work is easier. They still need to see if anyone would like to stand for a position and be on the ballot. But the pressure comes when they need to fill a vacancy and nobody wants to step up.

There are many ways to get people to run for office. Civic Pride, a desire to do good for the Organization, esteem. Also Bribery, Blackmail and other influencers. Since PLA is an all-volunteer organization, it really depends on the individual to figure out whether or not they have the Right Stuff for a particular position. If you are considering standing for a position, talk to the current position holder to see what the job entails. You may find that the Board position does not significantly

increase the amount of time they invest in the organization, although they may have to trade off some more interesting activities.

It is a bit of a running joke in the PLA that once on the Board you cannot step down and must continue to run for your position unless you have found someone to take your place. While that is a good thing to expect from our office holders, and many do feel that it is their obligation to help find their replacement, it is not a rule or policy. We are an all-volunteer operation, so there is nothing saying you must do something you do not want to do. You can just walk away. And over the years we have had some members who feel that because they volunteer at some level they are able to do whatever they want, say whatever they want, and represent the organization without authority, but that is also not the case. You need to be on the Board to help run the organization and take responsibility for the organization.

That being said, I want to remind all the voting members that this will be my last term as President. If you think you have what it takes to guide this organization, to continue to help it grow and to ensure its survival, now is the time to talk to me about the job. It is not the job that it was when I first stepped up, and it is a job where the responsibilities and requirements keep changing. It is not a particularly difficult job, but it can get unbalanced if one is not careful. I have had some sleepless nights, but not as many as one would expect.

A good manager surrounds himself with good people. I actually intend to pass off some of my responsibilities to other members to act in good faith in my stead with external organizations. These actions do not necessarily require the Board President to perform these duties, but historically they have fallen to the President. This will allow me to train others and help to wean myself off these interactions. And it can

NILES CANYON RAILWAY

President's Report

Henry Baum - President

be fun.

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

As always, if you would like to discuss this opportunity or any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org. I REALLY want to hear your thoughts on what we should

be doing to move the organization forward.

Respectfully submitted

Henry Baum

Brush Cutting Report

On Saturday, February 25 we reported to Sunol Gardens to take care of two trees with storm damage during the windstorm. One large pine tree down and a substantial sized limb off a small white oak tree.

In order to keep the tracks clear alongside of Sunol Gardens Park, we trim the trees on that edge of the park which has caused them to become off balance over the top of the pedestrian path. After cleaning up the two downed trees, it was decided to take some weight off the pathway trees to better balance them. We trimmed a number of trees in that area today.

Crew today consisted of Doug Vanderlee, Chris Campi, John Zielinski, Ron Thomas, Dave Ferguson, Steve Barkarie, Matt Petach and myself.

Mark Whitman



Niles Canyon Railway

PRESENTS

Beer on the Rails

A Niles Canyon Railway Fundraiser



**\$65.00
person**

**beer
and
lunch**



**\$35.00
designated
driver
lunch, soda,
no beer**

**2 hour
train
ride**



May 7, August 27, 2023

Departs Sunol Depot at 1:00, returns at 3:00

6 Kilkare Road, Sunol

(corner of Kilkare Road and Main Street)

Tickets only available online at ncry.org

Must be 21+ when boarding; ID required at ticket window when tickets picked up

No outside food or beverages allowed, no children, no pets.

Non-alcoholic beverages available



Info: 510.996.8420

Proceeds support Niles Canyon Railway fundraising activities.
Thank You!
Operated by volunteers of the
Pacific Locomotive Association
501(c)(3) not for profit

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

April showers? No thanks, we've had enough for now. Bring on those May flowers, or at least a little sunshine and warmer weather. We've spent weeks and weeks shoveling muck, draining water and putting off outdoor projects waiting for the skies to clear. Thankfully, Spring is upon us and trains began running last month giving those who came out a chance to witness the changes a wild winter brought to Niles Canyon.

The heavy rains and high water stripped most of the vegetation from the riverbanks really opening up the view of the stream and leaving a visual reminder of the power of water. Not only does water have incredible power but it can find the smallest of openings in a car roof, window frame or station ceiling. It was discovered that a drip in the freight room at Sunol station was landing on the restored baggage cart and moistened one of our displays before it was discovered. Our only remedy for the time being is a drip bucket and plastic sheet until the weather allows an inspection of the roof. Bruce Burke is back at work on the windows for the WP 315 coach and discovered a few additional leaks to add to the ones that dampened the TOL. Looks like it is time for a new roof coating for the car to protect those beautiful new windows. Storms also forced water into the doorframe on the Whitehouse meeting room, swelling and delaminating the door and splitting the jamb thus leaving our archives and classroom unsecured. Fortunately, I was able to enlist the help of a couple of our local "friends of the depot garden" volunteers who displayed excellent carpentry skills during the recent re-decking of the footbridge to the garden. We paid for the door, and they installed it in exchange for some landscape ties we needed to dispose of anyway. It looks great, our facility is secure, and

there is a little less refuse in the yard. That's what I call finding a rainbow on a cloudy day.

Two nights before our first run of the season, there was another significant rain event, which happened to be the night after standard track inspection found us in good shape, so another check of the line had to be performed per regulation. Mike Strider, Doug Vanderlee and I headed out the following morning, only to find a thirty-foot-long slide covering the North rail at MP 32.9. We had previously cleared another large slide there several years ago and recently cleaned the ditches in that area. I commented that: "This is a disaster; we have trains tomorrow" so the three of us returned to Brightside with haste and prepared the VanderHauler/Gradall combination for action. With Doug at the Burro controls, me on the power shovel and Mike on the old fashion manual model, we dispatched the debris and cleared the track with relative ease. We finished in time to grab a quick bite of dinner before the 5:30 Board of Directors meeting, where I was able to report all in order for opening day. We sure dodged a bullet on that one.

Last month I told you about our annual FRA/PUC inspection of the track. Well, now the FRA and PUC bridge inspectors have scheduled a visit to look over all our structures. This is a first-time in-person visit by these inspectors. The FRA Bridge inspector has read our annual bridge reports, but never asked for a visit before, so we will give him the three-dollar treatment and transport them with our historic CW M200 Railbus. (This is as good a way to give her a shakedown run before her April second charter.) I'll let you know what they found next time.

To throw another wrench into the works, Kinder-Morgan (the petroleum pipeline operator) informed me that

they need to investigate an anomaly in their pipe, right in the parking lot in Sunol. They will be digging up the line to repair the pipe and it could run for a couple weeks. The foreman for the project is very accommodating and he has a five-year-old son who is a huge railfan that is really looking forward to riding the steam train. They are doing all they can to have minimum impact on our operation. As it turns out, that they will only block two stalls over the weekend with their off-haul dumpsters. They covered the inspection pit with steel plates and striped the parking spots for use the coming weekend. By the time you read this they may be done, and they have promised to leave the area as good as they found it, if not better. I will hold them to their pledge.

Despite the trials outside the yard, many things are still getting done at Brightside. Kurt Olsen has led the effort to perform a COTS inspection (Clean, Oil, Test & Stencil) on the Arizona Eastern Combine. During TOL the brakes were sluggish during Terminal Air testing. We recently had several "L" series valves rebuilt and tested so were prepared to address the situation. Between a good cleaning and lubrication of the cylinder and a swap of triple valve the car is performing as intended. Kurt also completed another required 90-day test of our Single Car Test device which revealed a condemning leak, but with dogged persistence, he discovered the leak in a small O-ring (which was replaced) and the device is certified for another quarter.

Other repairs found during the TOL have been resolved. Namely, a door on the Eastern SP2374 Articulated coach had a lower edge coming loose and causing the door not to close. That was handily repaired by Steve Meyers by wrapping the lower part with stainless steel, and a nonfunctional trap catch

Along the Right of Way

Stephen Barkkarie - General Manager

on the West end of the #2101 coach was removed and rebuilt by yours truly. (We still must repair the NW Trap hinge which will require some major welding due to copious rust corrosion.) Though painting on the K C Bones has been delayed, sanding has been nearly completed by Chris Hauf (Our car painter supreme as well as marketing manager and internet magician. Where does he find the time?). The welding on the side panel seams has been completed along with the modifications to the end passages and the wooden benches have been sanded, stained

and refinished with the same aircraft polymer coating used on the "Park" car benches. They look great and are ready to go back in once the bases are painted. We are planning to upgrade the covers over the open ends to tin shed roofs instead of tarps which need constant replacement. That, along with new paint, should give a sharp look to that heavily used open car. Also, while passing through the car shop, I was surprised to see how much paint is going on the "Ranch" car, and I'm blown away by how beautiful the paint scheme looks. Howard has certainly

done it again.

Now that we are on Daylight Saving time there still is not enough time in the day to do everything that needs to get done. Why are we saving time anyway? We should all "spend" our time doing what you love and living your life to the fullest. I know everyone at the PLA would appreciate it if you would come out and "spend" a full day helping the Niles Canyon Railway, and you might just enjoy the daylights out of it. See you on the rails.

Stephen Barkkarie, GM

Update from the Niles Canyon Railway Marketing Department

For many years, our Niles Canyon Railway Marketing was expertly handled by Gail Hedberg. For many of those years, I was Gail's collaborator on all different facets of marketing while I held down the lead of webmaster and social media coordinator. When Gail stepped down over a year ago, I continued in my roles supporting our internet efforts and helped with other facets when needed. Recently I decided we needed to again grow our marketing efforts and offered to Henry Baum to formally take on the role of NCRy Marketing Manager. Marketing needs to be more than a person, so I hope to grow it as a committee. We already have several members who have graciously offered to help take us on the road to some local events where we can publicize our museum, our need for volunteers and where appropriate, our need for donations and in-kind support. Dee Murphy will be leading one such event at the upcoming 'Touch-A-Truck' fundraiser for Coastal Kids Homecare being held this year at History Park in San Jose on Saturday, April 15th. Bob Pratt is leading another road show to have us exhibiting at the Dream Machines show in Half Moon Bay on April 30th. These

events are great chances to meet with lots of new people and grow their interest and awareness of our Niles Canyon Railway. I have been working on a lot of other facets from creating and improving some of our marketing and publicity collaterals along with continuing to grow our online presence by listing our museum and events with some well known online event calendars like SFGATE.com and KidsOutandAbout.com amongst others. I also wrote and sent out season start press releases to many of the local media outlets to make them aware of the start of our 2023 ride offerings. I also continue to grow our social media presence and improve our website; recently adding a media center to the website where press releases will be archived along with making available high quality NCRy publicity images that media and other outlets can download to use in their efforts to publicize our railroad.

I welcome inputs and ideas for how we can market our museum to continue to bring in new riders, attract new volunteers and capture new sources of funding through monetary and in-kind donations. I also welcome others to join the committee and help in any of the

different facets. I also welcome content for publication on our website or social media sites. Like Barry editing for the Club Car, the quality of any publication whether print or online is determined by the quality of the content provided. I can always use interesting images from work done around the museum to put out on social media, interesting articles or historical items that can become blog posts for our website, and interesting videos to put up on our YouTube site, and more. I have the benefit of being an avid photographer so I do create a lot of my own content for the museum, but I cannot be everywhere with my camera, and we don't want anyone to feel forgotten or under-appreciated. So, please break out that cell phone camera, snap a few interesting pics or videos and send them my way with a good caption as well so I know what I am looking at. I will then get them published as appropriate.

I can be reached by phone at 650-241-9474 (this forwards to my personal cell phone) and marketingATncry.org replacing the AT with the @ symbol before sending. Thanks!

Chris Hauf, Marketing Manager

NILES CANYON RAILWAY

Building East

Mike Strider - Chief Engineer

Continued from Page 1

Monte" or "Sacramento Daylight" short passenger train. The train took the crew to Brightside Yard where Doug Debs and friends prepared a wonderful hot lunch served in Blake's Palace. It continued to rain during lunch and as well on the train trip back to the east end. Once the train dropped off the track crew the rain, for the most part, stopped. The train trip (as viewed out the vestibule) brought back childhood memories of riding SP train No. 126 gliding over the Monterey branch in the fog and rain. Thanks to the well-staffed track crew, the train crew, and the lunch crew for making a very productive and fun day in the rain.

Mike Strider



Chris Hauf Photograph

Track crew boarding train at east end.



Chris Hauf Photograph

Steve Hill checks the level of the rail as it is jacked up by the Build East Crew.



Chris Hauf Photograph

Volunteer's train headed westbound at Verona.



Chris Hauf Photograph

Volunteer's train meets Clover Valley Lumber Co. #4 at Sunol.



Chris Hauf Photograph

Stephen Barkkarie bringing more ballast.



Chris Hauf Photograph

East build crew lifting the "SAG" out of track near Happy Valley.



Chris Hauf Photograph

Volunteers eating lunch in Blake's Palace staying out of the rain.

NILES CANYON RAILWAY

Stacktalk

Alan Siegwarth

As this winter's rainfall continues, the grass has turned green, wildflowers have started to bloom and steam has returned on the Niles Canyon Railway. The Clover Valley #4 is back in service for operations through May and has been operating reliably. Her all-weather cab has come in handy protecting the crew from the weather this year as all three days she's operated have been wet with extremely heavy rain at times. Fortunately, despite the rain and heavy traffic caused by the Caltrans 680 Freeway closures, our patrons are still coming to ride behind steam on the Niles Canyon Railway. The winter storms have caused another issue for the steam crew as our fuel oil supplier is in the Reno area and he has not been able to deliver fuel due to I-80 over Donner Pass being closed due to all the snow. In the meantime, we have searched for other supplies and have purchased motor oil at higher prices (although GC Lubricants was

nice enough to sell it to us at cost – fresh oil is still expensive!) to keep the #4 operating. We are hoping the snow stops for a while so we can get some fuel delivered before the April operations.

In the shop, we continue to work on frame repairs on the SP #1744. Art Randall has finished all the bushings for the suspension and we have been looking for someone to harden them – which has proved to be difficult. We also had a visit from Steve Butler and the Roots crew to work on repairing issues with the Skookum's air compressor.

After months of diagnosis, it was finally decided that the compressor had a lower steam cylinder gasket leak. Sure enough, when the compressor was disassembled, it was found to have two loose and one missing bolt in the area the steam was leaking. The disassembled compressor was reassembled with new bolts and put back on the Skookum. We are looking forward to testing the compressor in train service later this year when the Skookum will be operating.

Alan Siegwarth



Alan Siegwarth Photograph
Steam cylinder section of the Skookum's cross compound air compressor. The larger bore is the low pressure side of the compressor.



Alan Siegwarth Photograph
Clover Valley Lumber Company #4 entering Sunol in a rare moment of sunlight on her March 4 test run. Notice the black clouds approaching in the background – not long after this photograph was taken it was pouring rain.



Alan Siegwarth Photograph
The #4 crossing Dresser Bridge was not possible a few months ago as the bridge was obscured by vegetation. The heavy winter rains have caused Alameda Creek to flood several times which has uprooted and carried away a lot of the trees and vegetation in the creek.



Steam under stormy skies, Sunol.

Alan Siegwarth Photograph

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

THEY WERE NOT BIG, BUT THEY DID THEIR PART

This month's tale will be focused on a few of the smaller stations that were along the right of way of the Central Pacific which became the Southern Pacific Railroad through Niles Canyon and how these little stations played an important role in the area. A past article in The Club Car was done by Alan Frank and Henry E. Bender Jr. on the Stations of Niles Canyon.

This month's tale will begin on the East end as we know it which is now the location of the Verona crossing. Turning back to 1897, you will find a little adobe station at VERONA MP 38.4, today, it is represented by a sign post. The little station was designed by Julia Morgan who also did a lot to finish the design on the Hearst Hacienda. The little adobe station lasted until sometime around 1920. While in existence, the little station was originally built close to Verona Rd. It was moved from its original location to the East about 150 feet. This had to be done due to the building of the Western Pacific Railroad which built a concrete abutment just behind the little station to accommodate the embankment road bed fill that was approaching from the East of the original station location. Also, with the new WP abutment and the original location of the little station, it did not leave much room for the county road which now went between the station and the new WP abutment. The little station also provided easy access for the Hearst Family to the bigger cities to the West and East of the Hearst Hacienda. From the Hearst Hacienda to get to the little station which was served by the several trains operating over the line, the Hearst family had to come down the hill from their Hacienda and go on a road along the hill to Verona Rd which had the



Club Car File Photograph

Verona little station MP 38.4 designed by A.C. Schweinfurth for the Hearst family.

original bridge across the creek and to the station.

Except for the little station not being there, the location and setting has not changed that much. William Randolph Hearst was for bringing his drinking and hunting buddies out to the Hacienda for the weekend. Mrs. Hearst, his mother, did not want anything to do with it and so told, it was not allowed.

Doug Vanderlee has the plans for the little Adobe station at Verona and would like to see it built as it sat with platform. Down the track to the West



Club Car File Photograph

The original location of the Verona Station. Notice retaining wall and the WP construction coming in from the East.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

is the BONITA Station. It didn't amount to much. It looked like a bus shelter in today's standards. The little station at MP 37.2 was built in 1897 and it remained in use until 1940. But this was the station for the people that lived in the surrounding area of what we refer to as Johnson Curve. Today the area where the station sat is marked by a post with Bonita shown on it. That area had several ranches and dairy farmers in the area. It looked like a simple process, you set out the loaded cans and the train would pick up the filled milk cans and set out the empty cans. Also, fishing was big in the local streams and creeks along with several picnic areas. Hunting also took place in the surrounding hills. None of this takes place today.

Heading West, you will find another shelter at MP 33.5, it was called BRIGHTSIDE. It was built in 1897 and lasted until 1930. It was reestablished in later years to serve as a stop for Kaiser's Kailite quarry. The little station served a popular resort hotel along with a dance pavilion that held big dance events. (We heard about this dance floor. It is right next door so we took a little drive to see if we could find it. We couldn't find it, but we got to meet the rancher who lived there.) The area around Brightside was also known at one time for good fishing. The area was a popular weekend area. Today, a post with the Brightside name on it signifies where the shelter was.

One of the most used sites was the JOYLAND PARK area at MP 31.5 at the West end of the Farwell Bridge. The park had camp sites and a made swimming hole that was provided by building a small dam across the creek. This dam lasted until about six years ago, when it was removed to make sure the steel head trout would have a easy way up the creek. That is when they show up and other fish ladders will

Continued on next page



Club Car File Photograph

Verona station new location with the WP right of way is now in place.



Club Car File Photograph

The Bonita station MP 37.2 which is remembered today by a sign.



Club Car File Photograph

The station at Brightside MP 33.5 which served the hotel and dance pavilion.



Poster found on internet

Ad for Joyland Park and other attractions In Niles Canyon area.

be built to assist the steel head trout up and beyond obstacles. A lot needs to be done. But fishing was very popular in the Alameda Creek area. Although the once very popular park is now grown over with weeds and many trees have grown, the stone cooking pits are still in the same place when the park was in full operation. The land now is under the control of the Water district. But

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

when the park was in full operation, it was very popular for weekend outings from people from San Francisco and the Bay area. There were other stations in Niles Canyon. The ones covered were the small ones that are almost forgotten on what they provided to the area. With that said, another tale comes to an end.

At the West end of the canyon was NILES STATION which became the junction for the trains coming from the South from San Jose. At Niles the tracks from the East and from San Jose

met then proceeded West to Oakland and the ferry to San Francisco. There were other stations through the canyon that provided access to the canyon for those that wanted a weekend outing. Niles was the junction station where passengers from San Jose could change trains and be able to take a train East into the canyon for access to entertainment, picnicking and sport

fishing. The little stations mentioned and Niles played a major part in the activities in the canyon and provided a lot of entertainment and opportunity for weekend outings for many. Too bad it could not be the same today.

With that said, another tale comes to an end.

Dexter Day



Once the entrance to Joyland Park by a little bridge next to Farwell Bridge before it was destroyed in a storm by rushing water.



Train stopping at Joyland Park MP 31.5 in early days of the railroad. The park became a very popular weekend outing spot.



Niles Station which was the junction for trains coming from the East down the Canyon and trains coming from San Jose. Tracks proceed to Oakland.



Train at Niles junction heading to Oakland. Niles was at one time a major railroad hub.

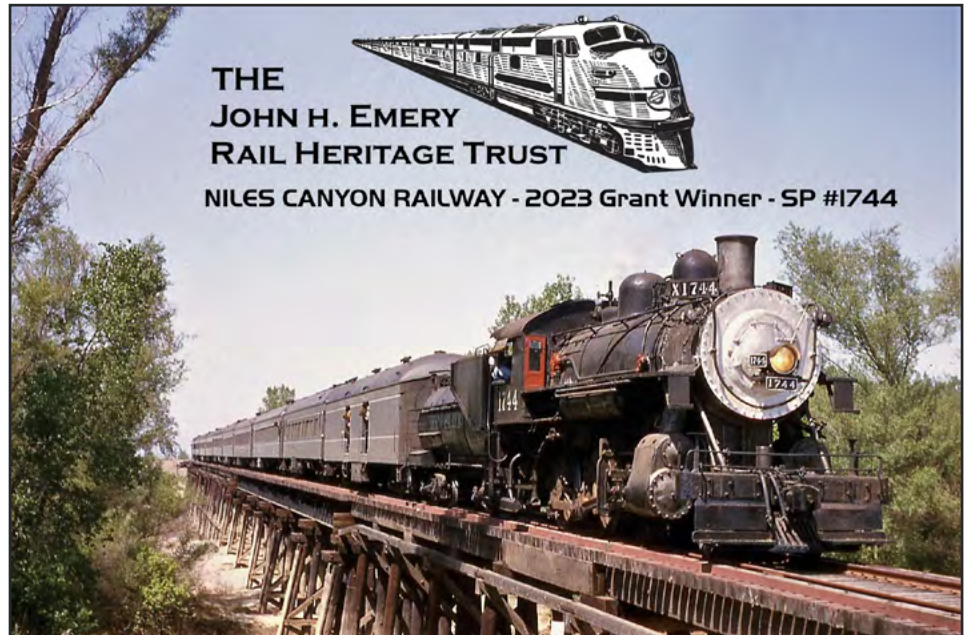
NILES CANYON RAILWAY

Niles Canyon Railway receives \$31,000 grant for SP #1744

Our Niles Canyon Railway was recently informed that we are the recipient of a 2023 John H. Emery Rail Heritage Trust grant in the amount of \$31,000 to be used toward the manufacture of new staybolts, staybolt sleeves and staybolt caps for the boiler of our Southern Pacific #1744. This was the largest of the 19 grants awarded this year. The grant application was spearheaded and written by NCRY Marketing Manager, Chris Hauf, with a lot of great help and input from other volunteers including our Steam Department Head, Alan Siegwarth, Steam Department member, Charlie Franz, Treasurer, Pat Stratton, and President, Henry Baum. The documentation package for this grant was quite extensive, however, given the professional level at which the Pacific Locomotive Association and our Niles Canyon Railway is operated, much of this documentation including audited financials was readily available.

This grant adds to over \$35,000 already raised for the boiler components starting with Giving Tuesday last November to give us just over \$67,000 raised in the past 5 months! The NCRY has a goal of raising \$75,000 total in 2023 for this project although we have now stretched that goal to \$125,000. This will allow us to cover not only the manufacture, but some of the installation of the staybolts into the boiler by our boiler contractor, Stockton Locomotive Works. We are still actively fundraising for this work. We thank those of you who may have already given and ask those who may not have made a donation to please consider one soon. Tax deductible donations in any amount can be made via our website at <https://www.ncry.org/donate/#sp1744>. Additionally, checks made out to the Pacific Locomotive Association may be sent to:

Pacific Locomotive Association
SP#1744 Restoration
P.O. Box 515
Sunol, CA 94586-0515



Karl Koenig photo – Collection of Tom Eikenrotter

SP #1744 on 5-4-1958 on Tisdale Bypass trestle, on the Knights Landing Branch excursion.

We want to thank the John H. Emery Rail Heritage Trust with this grant; the second the NCRY has received in the past several years. Previously they gave us \$10,000 for the men's bathroom restoration in our Southern Pacific twin-unit coach in a grant appli-

cation spearheaded by Gail Hedberg. We greatly appreciate their support, and the recognition of the hard work of the volunteers of the Niles Canyon Railway!

Chris Hauf

West Coast Railroaders Group Speeder Charter

On Sunday, March 5, 2023, the West Coast Railroaders Group (WCRG) ran a charter of speeders (motorcars) from Niles to Verona, two round trips. NCRY personnel piloted the excursion using a hyrail unit supplied by PLA member Jon Kirchanski. It was a rainy and cold day but the weather afforded some spectacular photos including snow capped hills to the east. WCRG is one of several groups that charter speeders on NCRY, as well as speeder trips that NCRY sponsors.

Mike Strider



Adam Weidenbach Photograph

WCRG speeders heading west from Sunol at MP 35. Snow on the hills.

Treasurer's Report

Pat Stratton - Treasurer

February was a quiet month income-wise. Without operations our income was \$5,900, much of it - \$2,200 - coming from membership renewals. Not much to talk about. Donations were \$3,450; and interest income from our CD's was \$740 from Bank of the West + \$2,500 from Edward Jones (paid at maturity, not now). Our Charter Agent, Jim Evans, has forwarded deposits for five charters for March and later; those will become revenue after completion of each charter.

Doug Debs has worked up a plan and budget for a Beer Train Special which is scheduled for early May. It will involve beer tastings from multiple craft beer breweries, a fabulous sausage sandwich lunch, and live music. He is currently lining up participation by local breweries. These specials are a lot of fun, and additional revenue, too.

The PLA has received a grant from the Emery Rail Heritage Trust to support the PLA in making and installing staybolts for the SP1744 steam locomotive. Thanks to Chris Hauf for leading the grant application preparation.

Our Balance Sheet looks fine. We have a good store of cash, courtesy of our very successful Train of Lights, but it will be a relief to begin earning regular monthly revenue again with our March operations.

Looking at our budgeted revenue, overall our revenue this fiscal year is already 101% of our budget for the entire year - so the added earnings from this point on are increasing the likelihood we will be able to afford to fund one of the major infrastructure projects in our Master Plan. These include development of the Niles Station area with a roundhouse, turntable, water tower, and museum building; and an expansion of Brightside Yard with a locomotive shop, a car barn, and additional yard track. If you can help as a volunteer by managing or co-

managing any aspect of any of these projects, let a Board member know. We are in a position of having funding for projects, but no one to manage them.

Expenses for our gift shop continue to be reasonable; and the commissary folks have done a great job controlling expenses. Expenses for our non-TOL train operations are right where we want them as well. Expenses for equipment maintenance are generally at budget level. Our organization takes pretty good care of our equipment, knowing that equipment down time can cause real problems in the operations that depend on it.

Expenditures within our restoration budget are way lower than we had hoped. This could be due to a lack of interest in a particular project; a lack of

volunteers to do the work; or even an inability to find outside contractors to do the needed work for a reasonable price. Key to this issue is finding volunteers willing to lead and manage individual projects. I say again, if you can help, let us know. Our projects include mechanical, electrical, painting, carpentry, metal working, hydraulics, earthmoving, planning, marketing, legal issues, administration, cataloging books - you name it, the PLA can offer you a part-time outlet for your skills and experience.

Let me know if you have questions or comments.

Pat Stratton

Treasurer

treasurer@ncry.org

Member Perks at NCRy

One of the perks of becoming a member is riding for free on our regular weekend train rides, along with gift shop discounts. Since we put our tickets for sale online, if members would like to ride they should contact me with the date and time so I can manually add them to the manifest for that day. If you just show up and the train is sold out, you might not be able to ride.

Please send me an email so I can simply cut and paste your name and email address into the reservation and you will get a confirmation for your ride and be on the manifest. Then just come to the ticket window to pick up your boarding tickets.

We are operating the 2nd and 3rd weekends, Saturdays and Sundays, now from April through October. Most of the round trip departures are only from Sunol at this time at 10:30 and 1:00. On May 20th and 21st, we will depart from the Niles/Fremont Station at 10:30 and 1:00 in conjunction with downtown Niles' Charlie Chaplin Days

weekend event.

Thank you,

donna alexander

station-agent@ncry.org

2022 Train of Lights wrap-up Meeting & 2023 Planning

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

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

**Let's talk about TOL 2022 &
plan for 2023.**

**If unable to attend,
please send your thoughts
& ideas
station-agent@ncry.org**

Membership Report

Rich Alexander - Membership

New Members in the last 30 days:
Evangeline Fenlon; Danielle Gossell;
Gary W. Gossell; Byran W. Hackett;
Theresa Pena.

Thank you to Barry for adding a membership notice in the Club Car about joining and dues fees. Hopefully this will reduce the number of question about the dues.

I will be trying to track online members who log in to the meeting while the meeting is taking place. If all goes well, you should receive an email stating that you signed up for an activity. It looks the same as if you were volunteering. Hopefully this will work, and you will also know that we saw that you logged in.

Switching hats, as some of you know we have had several problems with the main electrical jumper connectors between cars. I have started to repair or replace them as needed. If anyone is interested in learning how this is done please contact me and we can arrange to meet at Brightside to do the work. After inspecting some of the connectors I have discovered that arcing is occurring and welding the connection together. This is caused by high current. Steve Barkkarie and I have discussed a possible solution to this and it is simple. During the next TOL we will run the generator in the articulated coach in order to reduce the load on the train line. This may continue to be an issue as we keep adding load to the train. In the past we have reduced the load by switching to LED lights which made a huge difference. This worked in the past but decorations aren't the problem now because we changed to LED lights. The problem now is that we are now adding more equipment, such as heating, air conditioning and other loads in support cars (commissary). In the future we will have to monitor this more closely.

As a reminder the gate cards for the main gate at Brightside are only issued

to active volunteers who are current with their dues. If for some reason you show up and your card does not work it may be because you forgot to renew. If this is the case, contact me or Bob Pratt. Bob also can issue gate cards; he and I are working together.

Safety Section

It has come to my attention that not all of our volunteers working in the yard are aware of the 'Blue Flag Rule' which is located in the 'Niles Canyon Railway Operating Rules' adapted from the General Code of Operating Rules (GCOR) Section 5.13 Blue Signal Protection of Workmen. This rule is for your protection. Basically, it states that if you are working on a rail car, Blue Flag protection is needed. Working on the car means inside or outside of the car. The Blue Flag should be placed at each end of the string of cars before you start work and removed when you finish. Some of you may think that working inside a car is no big deal. What if you are working on a ladder

and someone couples into that string of cars with enough force to knock you off the ladder. You could be injured. By placing the Blue Flag before you start to work forces any train crew to check each car in that string for workers before they couple into it. I realize that this seems like a lot of extra work, but it is for your protection. This just highlights what is in this section of the rule book. You can find a full copy of the rule book on line on the members web site under 'Members Only', Documents, NCRy Documents, NCRy Operations, Book of Rules.

All train crew and MOW volunteers are required to take a training class to work on the railroad but we do not train the other volunteers who regularly work in the yard on equipment. Going forward I would like to propose a policy that anyone working in the yard be required to be trained on the safety policies.

Bottom line is SAFETY, we do not want to see anyone injured.

Rich Alexander

Train of Lights Quilt Raffle 2022

Each year, during our Train of Lights operations, we hold a raffle for a beautiful quilt created and donated by the Piecemakers Quilt Guild of Southern Alameda County.

The winner was chosen at the end of the last run and Jennifer Laurence of Sunol was the winner of the 2022 quilt, "Santa's Got The Goods".

Congratulations Jennifer and thank you to everyone who participated. We look forward to 2023!

Patrice McDonald



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Doug Vanderlee operating Burro crane over Farwell bridge with high water in creek March 10, 2023.

Mike Strider Photograph