



THE CLUB CAR



Bulletin 627

Pacific Locomotive Association, Inc.

www.ncry.org

November 2015

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.



Photo by Barry Lependorf

Train of Lights at the Niles Station.

Talk Us Up!!

We are coming into a time when we are in contact with a lot of people who may not have known about us until our Train of Lights event. This is a good time to let people know that we are all

volunteers and it is a lot of fun doing what we do. Be enthusiastic and grab their attention with our trains and how they can help with being a part of this organization. Tell them that by becoming a member they can get free train rides on Sundays, get 20% discounts in the gift shop, and special invitations to Members' Only events like our 4th of July picnic and train ride, and our Harvest Moon Train Ride and picnic. The Sunol ticketing agents and the gift shop staff have done this on Sundays and have gotten many new members. Although a lot of them join just to get the free train rides on Sundays, we have gotten some who decide to try volunteering and really enjoy it. Always wear a smile and be open to answering everyone's questions. You never know who will be asking the next question, or who you might inspire; that person may end up being our next best volunteer.

Speaking of volunteering....aw, you didn't think I wasn't going to mention volunteering for our Train of Lights, did you? With receiving this Club Car in the mail or online, we are heading into our very busy Train of Lights season. We still have spots available that need someone just like you to help out. Since we are adding a lounge car we will need an extra person to check tickets at the door on that car just like on the dome car. And commissary will need many people each night for the 2 snack bar cars, plus someone on the dome car and the lounge car to help with the complimentary snack items. Please check online at our members' volunteer sign-up pages, and if you are unable to access them, please give someone a call or email. The Train of Lights needs YOU!

donna alexander

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ACTIVITIES CALENDAR

| | | |
|-------------|--------------|--|
| November 14 | 2nd Saturday | Board of Directors Meeting, 3 p.m. (Sunol Depot) |
| November 27 | 4th Friday | Train of Lights begins operations |
| November 26 | 4th Thursday | "Happy Thanksgiving" |
| November 28 | 4th Saturday | Sunol Volunteer Train 7:30 p.m. (Sunol Depot) |
| November 29 | 4th Sunday | Niles Volunteer Train 4:30 p.m. (Niles Station) |
| December 25 | 4th Friday | "Merry Christmas" |

All General Meetings take place at the Sunol Glen School in Sunol, meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

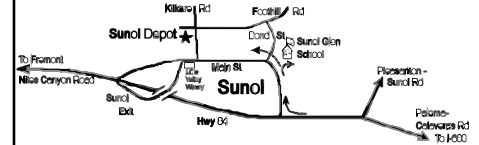
Every Wednesday and Saturday is a WORK DAY at the Brightside Yard

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

| | | | |
|----------------------|----------------|----------------|-------------------------|
| President | Henry Baum | (925) 447-7358 | president@ncry.org |
| Vice President | Dennis Mann | (650) 726-0167 | vice-president@ncry.org |
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| Director-At-Large | Curt Hoppins | (408) 723-1154 | curt@ncrysignal.com |
| Director-At-Large | Kent Hedberg | (510) 793-7153 | hedbergs@sbcglobal.net |
| Director-At-Large | Dave Lion | | |

===== DEPARTMENTS =====

| | | | |
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| Marketing Director | | | |
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| New Member Orientation | Glenn Fountain | (510) 793-0270 | grfoun10@aol.com |
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| Road Foreman of Engines | Gerry Feeney | (408) 739-9347 | SPB-Gerry@comcast.net |
| Security Department | Jim Evans | (650) 697-9033 | fivechime@aol.com |
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| Station Agent - Sunol | Donna Alexander | (510) 996-8420 | station-agent@ncry.org |
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| Volunteer Coordinator | | | |



The Club Car

The deadline for submitting articles and photos for next month's issue of The Club Car is the **20th of this month**. Submitting articles is easy by e-mail in MS Word™ text format.

Send e-mail to:
clubcar@ncry.org

Digital photos may also be submitted on digital media or by e-mail. Electronic images should be saved as PC format .jpg files with minimal compression (i.e., average to excellent quality). A text file with the photo number, description of photo and identifying the people in them is required.

To send documents, articles or photos, contact the editor at (510) 431-3401 for mailing instructions. Submissions will not be returned unless accompanied by a SASE.

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.

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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, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

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The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)

ALONG THE RIGHT OF WAY

FROM THE GENERAL MANAGER

The Month of October saw the Decorating of the TOL kick into full swing in getting the job done. No! This is not a race between exterior and interior. But both teams are pressing forward with completion of cars that will be operated on this year's TOL. This year I am doing the interior decorations with a great team that knocks this decorating stuff out fast. I guess the term test train will be that. A test train! I hope what was lit is still lit. That is what the test train is for. The exterior looks good, they keep moving forward. The bottom line is the train will be ready for testing on time and the decorating can kick back and enjoy what they have accomplished. It is a whole new experience for those that have joined the teams. Most don't have a clue what it takes to put this train on line. The behind scene stuff is just intense. How many tickets sales can we have on each train and per class of each train on the TOL? This train has two classes, first and regular. Yes, the first go first, and the regular admission fills in to get on the train. The caboose charters are sold out. Let us step up our sale volume, the whole train? Yes! This year the whole train has been chartered on an off night from regular operations.

Next year TOL is being planned at this point. The TOL might be in a change period. Yes, the TOL is growing in size and popularity. We know what takes place in way of sales. So let's just say at this time we have a first class fare TOL and a regular fare TOL. Of course they would pass each other in the canyon. Passing of trains in the canyon is great for ops and great for high fives and pictures with Santa. Schedules need planning. Two Santa Clauses can't high five themselves when passing. So that means only one Santa. The organization might have to sign him up at 19 FITNESS to get into shape. Anyway, let's get through this year's TOL. Hope weather will be on our side. It is iffy at this time. Also, for those that



Photo by Howard Wise

Welding and grinding the new roof on the combine.

always wanted to take a look at the diner when running, well this year you will have your chance if you take either of the member night trains. The diner has been assigned to the TOL as an extra fare lounge car since we will not have GGRM's lounge car for this year's TOL. This year's TOL is shaping up to be another superb train and it should exceed last year in fund raising.

The Combine now has a new roof. That includes all vents and drip rails above the doors. WASATCH has done a great job in getting that job done. It wasn't easy. That is why they were contracted to put the roof back on. Chris Hauf will do the painting and lettering of the car. So this car should be able to start running on trains again in 2016.

New platform in Sunol is ready for blacktop along with the parking lot. This work will take place in early November. Rich Alexander will get the new lights hooked up and working. So the way things are shaping up, the TOL boarding should be easier. Getting the ADA lift out of the new container will make it easier and will save your backs since the new container has a driveway up to the door. Also new walk ways leading

up to the Gift Shop and Sunol Depot. The platform has electrical and water outlets in vaults in the blacktop. This project is another major improvement on the Niles Canyon Railway operations and provides greater safety to our guests while on the platform since all trains being run around will be on the passing siding.

Like I mentioned last month, I will have H & H Construction back on the railroad to do some adjustments and put in some ties that are needed prior to TOL. The adjustment is still at the wye. This is very important since I need the ability to wye a six axle truck. After the wye is complete, I will wye the diner for the TOL.

Jim Green and Dan Loyola continue to work wonders on the Diner. The car now has blowers and heat. Jim also is getting things lined up for the required inspections on the cars that are on our FRA waiver.

Well, that is it for this month. Hope you can join us in decorating the TOL inside and out. While doing your work, be safe and hope to see decorating or around the right of way.

Dexter D. Day

PRESIDENT'S REPORT

October 10th and 11th was an unusual weekend in the canyon. On the 10th, Niles Canyon Highway was closed so that Caltrans could perform their annual Extreme Maintenance. This is where they do all the things that cannot be done with traffic whizzing by, and it is also where we take advantage of the opportunity to get out and do maintenance along the highway for ourselves. This is usually tree trimming, because chipping the slash on the highway is better than chipping it on the ROW. The signal department can also service the poles that are right alongside of the highway.

This year was unusual, because we didn't take part in the effort. The plan was to trim the trees under Dresser bridge and haul the slash onto the highway, where Caltrans was going to chip it for us. A problem arose when it was determined that we would need to work in the creek, or right alongside it, in order to cut the trees. This prompted us to make contact with my friends at the San Francisco Public Utility Commission, who are responsible for the entire Alameda Creek watershed. Eventually I hooked up with the Water Resources Manager, who basically is the Creek's landlord. We discussed the need for encroachment permits, and this led to discussing to whom the offending trees belong. Alameda County? SFPUC? Caltrans? East Bay Regional Parks? With some property lines dating back to the early 1800s, this was going to be an interesting question to answer. The call went out for the appropriate survey maps, but the maps did not arrive in time for us to resolve the issue. So no tree-trimming. This allowed us to concentrate on TOL decorating instead.

The 11th was unusual, because Caltrans had the highway closed again. This was at the behest of Alameda County Supervisors Scott Haggerty and Richard Valle' (Districts 1 and 2, respectively). The Supervisors are spearheading a study to determine the feasibility of building a 10 foot wide 'Multi-Use Trail through the canyon



Photo by Jim Evans

Loading bikes at Sunol

between Sunol and Niles. The highway was closed so that whoever wanted to could 'Stroll and Roll' along the highway without cars.

Several public meetings have already been held to discuss the trail plans. This event was an 'in the field' community meeting so people could experience the canyon and find out more about the trail plans. The way it was supposed to work was that there would be a staging area at each end of the canyon, with information booths, and other services. Along the highway there were also additional 'info stations' where people could talk to trail experts and find out more about the trail.

The County had an Eventbrite website set up so people could register for the event, and the planning teams could gauge the interest and expected turnout. The Eventbrite site had about 450 RSVPs on Friday before the event. How many people would turn out for this? There could be 1000 people, we could have 10,000. Nobody really knew.

The Niles Canyon Railway was asked if we would be willing to participate in some form, and I jumped at the opportunity. We would provide train transportation for people who had hiked partway through the canyon,

but then realized they didn't have the ability to hike back. We would serve as a 'rescue' shuttle, using the M200 and a short train to travel back and forth. That was how we put it out there. Besides Sunol, we would establish flag Stops at Brightside Crossing, the East end of Farwell Bridge, and Vallejo Mills Park (the East end of Mission Blvd. Bridge). These locations were chosen as they were approximately equidistant from each other, and correspond to the only places where we could safely handle passengers near enough to the highway. The County and East Bay Regional parks then set up their information tables, porta-potties, and SFPUC set up their Hetch Hetchy water trucks at our stop locations.

Several planning sessions in Oakland (which Jim Evans attended when I couldn't) worked out all the details, but getting the Caltrans permit was the long pole in the tent. When that finally came in, the event was less than a month away. I reminded the Supervisor's staff several times prior to the event that we were NOT offering free train rides. We were providing shuttle service to help people get back to their starting point. That's what everybody else said they wanted also. Still, the flyer went out to the public and press with the phrase

PRESIDENT'S REPORT

'free train rides'. We knew what that could mean. I felt that putting the train stop at Vallejo Mill Park would keep the number of freeloaders down at the Niles end, but knew that Sunol could be a problem. The road closure should have helped there also, especially once our parking lot was full. But people were hiking from the water temple just to get to the canyon and the train.

By 8am on Sunday, the setup for the event was complete, and the participants were turned loose into the canyon. The highway had been divided so that pedestrians would use the eastbound lane, and bicyclists would use the westbound lane. Seemed like a good plan.

The trains were ready. Ken Lippmann was stationed at Vallejo Mills Park, Steve Coon at Farwell, Paul Veltman and Bob Bradley at Sunol, and I was stationed at Brightside Crossing. Our job was strictly to answer questions about NCRy and keep the participants from wandering onto the tracks.

As the crowds continued to grow, the problem of handling the traffic on the highway also began to become unmanageable. Especially since pedestrians had to cross the bike lanes to get to the water, the potties and the information booths, as well as the train. When the waiting line got too long, the bike patrol marshals (Yeah, EBRP had to park some of their bike patrollers at Brightside to keep the people moving, and not blocking the road and to keep the people who were resting from holding meetings in the road) had to curve it to keep it out of the road. I think most people were burning out because of the asphalt. It was probably about 120 degrees out on the road, and there was no shade on most of it. I know, because I was standing on it the

whole time. By 2PM, the crowd began thinning out, and there were still a fairly substantial number of people and some bikes at Brightside waiting to ride, and we got them all on.

One pregnant lady waited over an hour with her kids and their bikes, and I couldn't put them on. She finally said that they could be bike riding, but her son's tire had a flat and needed an air pump. I walked over to one of the EBRP bike patrollers, told him of the lady's dilemma. He whipped out his pump and inflated the kid's tire, it seemed to be holding, so off they went. Why the lady didn't do that herself, who knew.

As far as I'm concerned, everyone riding the train that day was an event participant, and they all failed to be able to handle the hike/bike ride through the canyon. And that was with all the amenities, porta-potties, water trucks. I know a few people just wanted to hike one-way and then ride the train back, but when the line got long, most of them started hiking again. I had a number of people who waited an hour and a half to get on a train, because they knew they couldn't make it back. I told bikers they really needed to push on back to where they started, unless their bike was broken.

While I am sure the Supervisors will proclaim this a huge success, they will probably find that the comments are more to the order of: "They should close the canyon every Sunday" Or "They should close the canyon once a month". People talking to me were all "How will they put a trail through this canyon?" My response - "expensively".

I heard a few grumbles about needing more trains, but I just stated that we were running equipment based on what was expected. And you couldn't beat the price. I said if you are really

unhappy, complain to the Supervisors. Nobody felt it was a really big deal. Were the passengers upset? I didn't see it. Hot and miserable? Sure. But not mad at us.

While it is always good for demand to outstrip supply, the need to handle huge crowds is always daunting. Where I was stationed at one point I had over 45 people in line, but the trains were already packed to the gills. All I could do was say, "Sorry". And to the two 12-year-old boy scouts who, while waiting for the train, surreptitiously stole the magnetic NCRy decals off of my car. I will find out who they are, and they will someday pay for that.

It is hard for us to determine how many people had walked the canyon, and how many just wanted a free train ride. I gave them the benefit of the doubt, since most had to at least hike in from the parking. But the demand was insane. The little M200 railbus was handling 50+ per run (designed for 36 safely) and the big train was handling close to 300. We weren't keeping accurate count, but we figure we handled at least 2500 passengers. And who knows how many bikes.

But, my thanks again to everyone who helped out, and to all the volunteers. Special thanks to Jim Evans who passed through the big train with the donation box, collecting over \$800. Bob Pratt, Linda Stanley and Steve Jones, who took advantage of the event, and then turned out to help out where needed. To the train crews - all 14 or 15 of them - I would list them here, but I know I would miss 4 or 5, so better to thank them as a group.

Respectfully submitted
Henry Baum



E-COUPLING INFORMATION

Website: <http://www.ncry.org>

E-Mail: pla@ncry.info

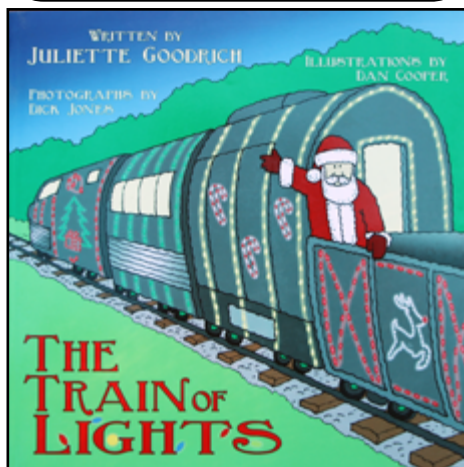
Twitter: @toots4ncry

Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>



BOOK SIGNING



Author and Emmy award winning television news anchor Juliette Goodrich was inspired to write "The Train of Lights" after riding the annual Niles Canyon Railway holiday train with her children. A native of the Bay Area, Juliette enjoys writing about local landmarks. She will be appearing on Friday, December 4th beginning at 6:00 pm at the Sunol Depot. She also will be at the Niles Station on Friday, December 11th starting at 3:00 pm at the station.

Books are available for purchase at the ncry.org on-line store and at the Niles Canyon Railway Gift Shop in Sunol.



MEMBERSHIP REPORT

New memberships really seem to drop off at this time of year. This month we have only six. They are Garrett Tom, Irene Fong, Robert Gadsdon, and the family of Jennifer, Michael, and Flynn McCune. As few as they are, the opportunities for each of them are as great as ever.

If you are a member of PLA, and better still, if you have found within it a place where you really belong, then you really have something to be thankful for this Thanksgiving season, and all year 'round, as well. If you have not yet found that place, you have in your hands the perfect place to start looking. Every issue of the Club Car has both a list of the department heads and also another list of the people to contact for your chance to apply yourself in any of several different areas where volunteer help is always needed. All of those areas are in addition to the crews that actually operate the trains, themselves. If a train crew is the opportunity you are looking for, that job requires that you pass a training class, first, and whenever those classes are scheduled, you will find they are announced in the Club Car, too.

Unfortunately, all this information in the Club Car is sometimes not enough. At the most recent crew training class, most of the students had not even seen any of the announcements of that class. Why not? Didn't they read the Club Car? What were they thinking? All of you, who are not reading this, listen up! Get yourself a copy of the Club Car and read it. Even if you are hardly ever

free to come out to the canyon, you can still keep up with all the action going on around your railroad. And you never know when you might also find the opportunity there for yourself that you never even thought of. That will really be something to be thankful for.

When you do find that place at NCRY where you really belong, then you will also find out how thankful the people of the PLA are for you, too. Now have a great holiday and get ready for the Train of Lights. Gobble gobble!

Peter Midnight

TRAIN CREW KEYS

Need keys for Train Crew?

Get essential keys for
Brakemen &
Train operations

Switch Lock Key

(for Switches)

Old "S" key

Gate key

Car key, etc.

Key Contact:

Derek Schipper

818-309-3833

or

derekschipper57@gmail.com

(preferable)

WANT TO VOLUNTEER?

START HERE!

VOLUNTEER HELP IS ALWAYS NEEDED AND APPRECIATED

BRUSH CUTTING - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com

CAR DEPARTMENT - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net

COMMISSARY - Food Service on the trains - Bob Bradley - ncry.commissary@yahoo.com

GIFT SHOP - Work in the Sunol Gift Shop - David Ernest - giftshop@ncry.org

MOW CREW - (WEDNESDAY) - Work on track repair, etc. - Joe Peterson - info4joe@sbcglobal.net

MOW CREW - (SATURDAY) - Work on track repair, etc. - Michael Strider - michael.strider@hdrinc.com

SIGNALS - Install / Maintain signal systems - Curt Hoppins - curt@ncrysignal.com

STATION - (NILES) - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnschier@aol.com

STATION - (SUNOL) - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

NCRY GIFT SHOP

The Gift Shop has a number of new items that have arrived just in time for the holiday season. Favorite items from past seasons are also available. Here are some of the new items.

A beautiful glass tree ornament with a hanging ribbon, silk screened with a special process, that looks like etched glass. The familiar bridge logo is the theme this year in what will be the first of a yearly collectible series that will surely enhance any decorating style. Don't miss out on the first year because once these are gone, they will not be ordered. The price is \$10.50.

Another seasonal tree ornament is an old time steam engine with a banner attached identifying it as NILES CANYON RAILWAY. This multi-colored ornament comes with a beautiful ribbon to make display easy. The price is \$7.50. Both ornaments can be seen in the online Gift Shop.

There is good news concerning the heavy member jacket with the bridge logo on the back. Our supplier has agreed to waive the requirement that we order 4 jackets at the same time. So – there is now no extra waiting. Prices start at \$155.00 for sizes up to extra large. Get in touch with any Gift Shop 4.0 team member for details about larger size prices and names on the front.

There is more good news concerning the 9010 book authored by Robert Zenk and published by the SPH&TS. A second printing has enabled the PLA to order and receive more copies of this fantastic book. The best way to get a copy is to go to the member's web site and order there. You can also arrange for shipping the book to a friend if you want to do that. The books will also be on sale in the Gift Shop in Sunol during the TOL season.

There are some plus size tee shirts in stock. If you are a 3XLg or larger and are interested, get in touch with anyone of the Gift Shop team for details. There are thirteen different designs to choose from. But we do not have all larger sizes in our entire inventory. Once a size



is gone, it will not be reordered.

We could still use a couple of volunteers for the TOL season. If you have not been trained in the operation of the cash register and credit card machine,



please contact Rich Alexander or David Ernest before signing up.

On behalf of the Gift Shop 4.0 team, thank you for your support. Let's make this TOL season the best ever.

TREASURER'S REPORT

Paul Veltman, Treasurer

September 2015 Report

Donations were received

| | |
|---------------------|-------------------|
| General Fund | \$1,155.00 |
| SP 9010 | \$25.00 |
| Loco Shop | \$100.00 |

Total **\$1,280.00**

SEPTEMBER PLA DONORS

Anonymous
Bob Baker
Warren Benner
Dick Charpentier
Rhonda Dijaux

Fred Elenbaas
Andrew Goodson
Chuck Gullo
Bonnie Harrington
Charles Jellison

Fred Krock
Sharron Morrison
Dawn Reid
Jon Williamson
Jean-Pol Zundel

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.

NILES CANYON STROLL & ROLL



Photo by Jim Evans

Bicycles take over Highway 84 in the Canyon.



Photo by Jim Evans

A very crowded train.



Photo by Jim Evans

Farwell refreshing station.



Photo by Jim Evans

Folks waiting for the train at Brightside.



Photo by Jim Evans

M-200 operated as the 2nd train.



Photo by Jim Evans

Lot of bikes on the train.



Photo by Jim Evans

Lot of bikes on the train.

CLOVER VALLEY NO. 4



Photo by Christopher Hauf

Clover Valley Lumber Co. #4 rolls along Highway 84 on its way to Sunol with another train full of happy passengers.



Photo by Christopher Hauf

Departing Niles! #4 departs Niles on its way for another trip to Sunol.



Photo by Christopher Hauf

Chuck Kent takes a turn learning how to fire the #4 as the engine works its way east to Sunol.



Photo by Christopher Hauf

Charlie Franz bails off the independent brake valve after setting the train brakes to slow the train.



Photo by Christopher Hauf

Clover Valley Lumber Co. #4 backs on to its train in Brightside yard.



Photo by Christopher Hauf

CV #4 crosses Farwell Bridge on its way to Sunol.



Photo by Christopher Hauf

Curving toward Sunol... #4 curves toward Sunol along Highway 84.

HOWARD WISE

The Southern Pacific Historical & Technical Society convention

Each year at its annual convention the Southern Pacific Historical & Technical Society recognizes a person for their significant achievements in the preservation of Southern Pacific history by presenting that person with the Guy L. Dunscomb Award. This year the four day gathering was held in Sacramento. It was the Society's best attended convention with almost 400.

The 2015 recipient of the Dunscomb award was PLA member Howard Wise. Prior recipients include renowned photographer Richard Steinheimer, author Joe Strapac and Doyle McCormack of SP 4449 fame. PLA president Henry Baum introduced Howard to banquet attendees and provided background information while Gerry Feeney who is also SPH&TS's treasurer presented Howard with his plaque. A surprised Howard who attended the dinner expecting the SP 9010 project to be featured, commented "that was an evening I will long remember".

Howard's focus since 2008 has been restoration of former SP Krauss Maffei 9010. The 9010 is not his first SP restoration project. A skilled and dedicated worker, he has worked on many other restoration projects each of which required months and months to complete. Along with his good friend Errol Ohman, they literally rescued former SP commute GP-9 #5623 from the scrap yard, then restored it to operating condition. He led the effort to rebuild the diesel engine on SP switcher #1218, an Alco S-6. He has painted a number of former SP locomotives and cars including SP SD-9 5472 and SP diner 10040. Rewiring F-7 WP 918 was another Howard project. All this equipment resides on the Niles Canyon Railway. Howard was part of the team that returned SP P-8 Pacific #2467 to operating condition. That locomotive which is leased by the City of Oakland to PLA is prominently displayed in the California State Railroad Museum at Sacramento.

Congratulations Howard!!!



Howard Wise was awarded the Guy L. Dunscomb Award at the SPH&TS annual 2015 convention in Sacramento on October 10, 2015. Here he stands with Gerry Feeney who presented the award.



SP Pacific 2467 serves as a backdrop for former SP President Mike Mohan who addressed the 2015 SPH&TS convention inside the California State Railroad Museum. The 2467 is owned by the City of Oakland and leased to PLA which was responsible for its restoration.

NILES CANYON PARKS AND RESORTS

By Fred Krock

When someone mentions resorts, people usually think about places like Club Med in the tropics or ski resorts in the winter. These resorts often feature well stocked bars, gourmet food, and high thread-count sheets on beds. The resort staff also provides around-the-clock activities.

Another type of resort catering to senior citizens features a very old building with huge porches. Activities consist of a brisk card game or an afternoon nap. Occasionally staff will arrange for tours of nearby antique shops. At one time Niles Canyon was home to parks, weekend summer cabins, and resorts. But they were unlike our examples.

Niles Canyon provided cooler summer weather for people who lived in the Central Valley or warmer weather away from the summer fog in San Francisco. Southern Pacific operated special trains in the summer to and from stops in the canyon to serve all the parks and resorts.

There's little evidence remaining today that trains once brought weekend crowds from Oakland, San Francisco, and the Central Valley. Between the 1870s and 1930s, pleasure seekers would board passenger trains for Niles Canyon.

Residents of San Francisco would take a streetcar to the Ferry Building, a ferry-boat to the SP Oakland Mole, and then board a train for Niles Canyon. Picnic grounds and recreation parks awaited them. Many were located at or near stations listed in the timetable. Six stations were in Niles Canyon between the depot in Niles and the depot in Sunol.

Sunol and Niles had depot station buildings. A passenger shelter at Brightside provided protection from the weather until 1930 when it was torn down. Bonita had a shelter from 1901 until 1939. Verona Station building was privately owned by Phoebe Apperson Hearst. Most other stations were open air although a few had shelters during part of

their lives. A sign by the tracks and a gravel platform marked many stations.

Regular Southern Pacific passenger service in Niles Canyon ended in January 1941.

Western Pacific trains continued later with infrequent service. The parks did not provide overnight cabins for visitors although some allowed camping. Resorts supplied most housing.

Niles Canyon had many resorts located on private property all around the area. Typically they consisted of the owner's home surrounded by weekend cabins. Most resorts were fairly small. Often they were family operated and provided only limited activities. No high thread-count sheets were here. Visitors had to go from the resort to one of the nearby parks to go swimming or picnic.

The weekend cabins frequently were very basic. A few did not have electricity or running water or water was available only part of the time.

Outhouses provided sanitation. The cabins were described as two rooms and a path. In 1927 Charles Crocker built one-hundred-one log cabins on Hazel Glen Avenue, now Kilcare Road. Crocker's plans included a pool, playground, ball field, and a lodge-style clubhouse. These cabins originally were rented as summer homes to wealthy San Franciscans. They had indoor bathrooms. They remained as summer cabins until the late 1930's when people started living in them year-round because of a housing shortage in the area.

By 1940 most of these cabins were occupied year-round. The Kilcare Woods Homeowners Association purchased all remaining properties in 1943 and has operated a clubhouse, private park, and swimming pool for residents ever since. Many more cabins had been built near Brightside. The station was west of Brightside Yard. The station location is marked by a sign on the north side of our tracks. That little road with no name at Brightside Station with an underpass under our tracks gave access to Zwisig Ranch Roadhouse and cabins at one time.

This resort provided horseback riding and hayrides for guests.

Elderberry Park was at the west end of the canyon near Niles. A campground called "The Spot" was located near Mayborg station.

Sims Place was located in the wide spot between the highway and Brightside yard. It was a roadhouse that sold drinks and food. Picnic tables were on the other side of the highway where all those concrete lane dividers are today.

Two popular parks were at Farwell Station. Fern Brook Park (later re-named Stony Brook Park) was at the east end of Farwell Bridge. Joyland Park was at the west end of the bridge. Both were popular swimming places. Fern Brook Park announced its name with a sign just above its entrance. It probably was largest and the best known park in the canyon. Ice cream and draft beer were sold there. Fern Brook Park had a bandstand. John Philip Sousa and his 3S-member band were known to have played for the visitors at this park. Parks and campgrounds in the canyon are just memories today but the names reflect the pleasures and simplicity of those times.

Joyland Park closed in Niles Canyon in 1953 after an access bridge washed out. Henry Bier, the manager, operated a park at Bonita east of Sunol until 1954 or 1955.

(To be continued next month)

MONTHLY BRUSH CUTTING

We are always looking for
volunteers to come out on the
fourth Saturday of the month to
help cut trees and brush.
Meet at Brightside 8 a.m.

Contact: Steve Jones
fcocompost@aol.com

WEDNESDAY → MAINTENANCE OF WAY

The last month saw lots of progress along the Right-of-Way! The Sunol platform is almost complete, just needs the asphalt and little touches here and there. Steve Barkkarie and Rich Alexander have done a great job and this will make getting on and off the TOL much easier and safer. WEDMOW even helped with moving signal poles to Sunol then helped erect them, moved rail and "bucket" of spikes to Brightside.

If we ever decide to build a monorail, WEDMOW is ready for the task! In Sunol, Steve had been digging a trench next to the main where ties were placed, checked for height and "spiked" into the ground, and then another layer was placed on top and "spiked" into the bottom layer. That was followed by placing rails on top which were spiked to the ties to form the edge of the asphalt paving.

FYI: For those inquiring minds, spiked = railroad spikes, "spiked" = 2 and 3 foot construction rods that were driven into pre-drilled holes to hold the ties together.

Throughout the past month we have had heat waves and even some heavy mist! Braving the elements were: Ron Thomas, Jim Stewart, Bob Pratt, Pat Stratton, Pat Hafey, John Zielinski, Gregg McNaughton, Craig Kauffman, Joseph Romani, Garrette Tom, Karen Kadaja and yours truly.

Each day starts out with checking out the equipment and solving any little (or big) problems that turn up. Then there's switching the equipment to get what we need arranged to go to the job site. Of course occasionally there's a side trip to the fuel shed so the various pieces will actually make it through the day.

Each month, in support of Steve Jones and his Bushwhackers, we fire up the Bucket Truck as well as the Chipper and make sure they will perform as necessary on the Brush cutting weekend.

A lot of "little" jobs also get done every month! Some of this month's list were: covering graffiti, picking up the last of the dead tie material, collecting a bunch of garbage, inspect and replenish the



Photo by Joe Peterson

Five of the Wednesday Warriors are putting the very heavy American Flag display onto a flat car for transport to the Park Car where it will be installed for this year's Train-of-Lights.



Photo by Joe Peterson

Ever wonder why we have such a nice "orchard" alongside our rails through Niles Canyon? Here's why. Notice the brown swath going from lower left to upper right where that telephone pole is? That's the residue from the birds that sit on the wires and some of it will contain active seeds that will eventually sprout and try to become trees! Just thought you should know ;-)

WEDNESDAY — MAINTENANCE OF WAY

flange oilers. We can report that all are working and loaded for the TOL season! Ballast gets regulated where it needed it most!

We even helped the exterior decorating crew move the Flag and other things to their worksite alongside the cars. John continues with his tire project, he even de-rimmed a tire and moved more to the disposal pile.

Learned how to use the all-terrain lift and used it to take the conveyor belt off the Stake bed truck and stretch it out



Photo by Joe Peterson

Here's a look at the conveyer belts laying in DiSilva and Gates "back 40" before they were loaded onto the stake bed truck. These should give us another thirty years of protection from things falling onto the roadway at the west end of Dresser Bridge.

behind the MOW shed. Now to cut it to size. The conveyor material, neither the truck nor shed.

Brought the Ballast Car onto the MOW lead so the east end is safer for the crews running the TOL. Put it with the Fairmont Tamper in readiness for a tamping.

Even Mongo got into the act. Some of the little jobs performed on him were: getting the horn to work every time you pushed one of the buttons, fixing the lighting controls, learning how to tell when the brakes needed adjustment (aside from the obvious ;-), learning how and then adjusting the brakes. I understand the first time they were applied, one of the sliding doors slid shut. Guess they worked ;-)

To the chagrin of a few but the happiness of many, Blake's Palace has been weaned from being a collection



Photo by Joe Peterson

Aside from the obvious, how do you know when Mongo's brakes need adjusting? You check the brake cylinders for this red band! If it is visible, adjust the brakes with that nut on the right side. See what happens when someone reads the manual ;-)

center for stuff. I have to believe this is where George Carlin got his inspiration for the bit he did on "Stuff"! Karen, with the help of various folks throughout the month, consolidated a bunch of "stuff" and sent some to the dumpster and the rest to various "owners". You can actually have a gathering in the Crew Room without having to create a meeting space. She also continued with the inventory of materials for the museum.

Pat S. used Big Bird (thanks to Dave Fontez for the brake fix) to ferry the bridge inspectors east to Sinbad and Arroyo bridges. They seemed happy with what they saw (have to wait for the official report to be really sure) and they were thrilled to ride Mongo from Sunol back to Brightside.

Bob and I drove the Stake side out to the DiSilva and Gates quarry on Calaveras Rd. to pick up some conveyor belt material for the repair of Dresser Bridge. We were given three

strips, 70 feet long which will be placed over the Track Matt that was placed on the Dresser Bridge when Caltrans closed Niles Canyon Road on the 10th. That's right, three intrepid Wednesday Ballasteritos ventured out on a Saturday to rip up the old material and replace it with Track Matt. Now, we can work at our leisure getting the conveyor belting installed knowing that things will not be dropping onto the roadway.

The yearly bolt tightening Olympics began and Niles yard is set to go. Up to the TOL start, we will be working our way towards Sunol so the rails stay together for Santa and his minions. We will also be checking and cleaning the culverts and drainage ditches so the coming Godzilla El Nino will just drift by and not cause any problems while doing so!

All-in-all, a great month on the Right-of-Way!

Come join us any Wed.! Gather at Blake's Palace at 8 am; bring good boots, hard hat, gloves, safety glasses, lunch and a desire to learn.

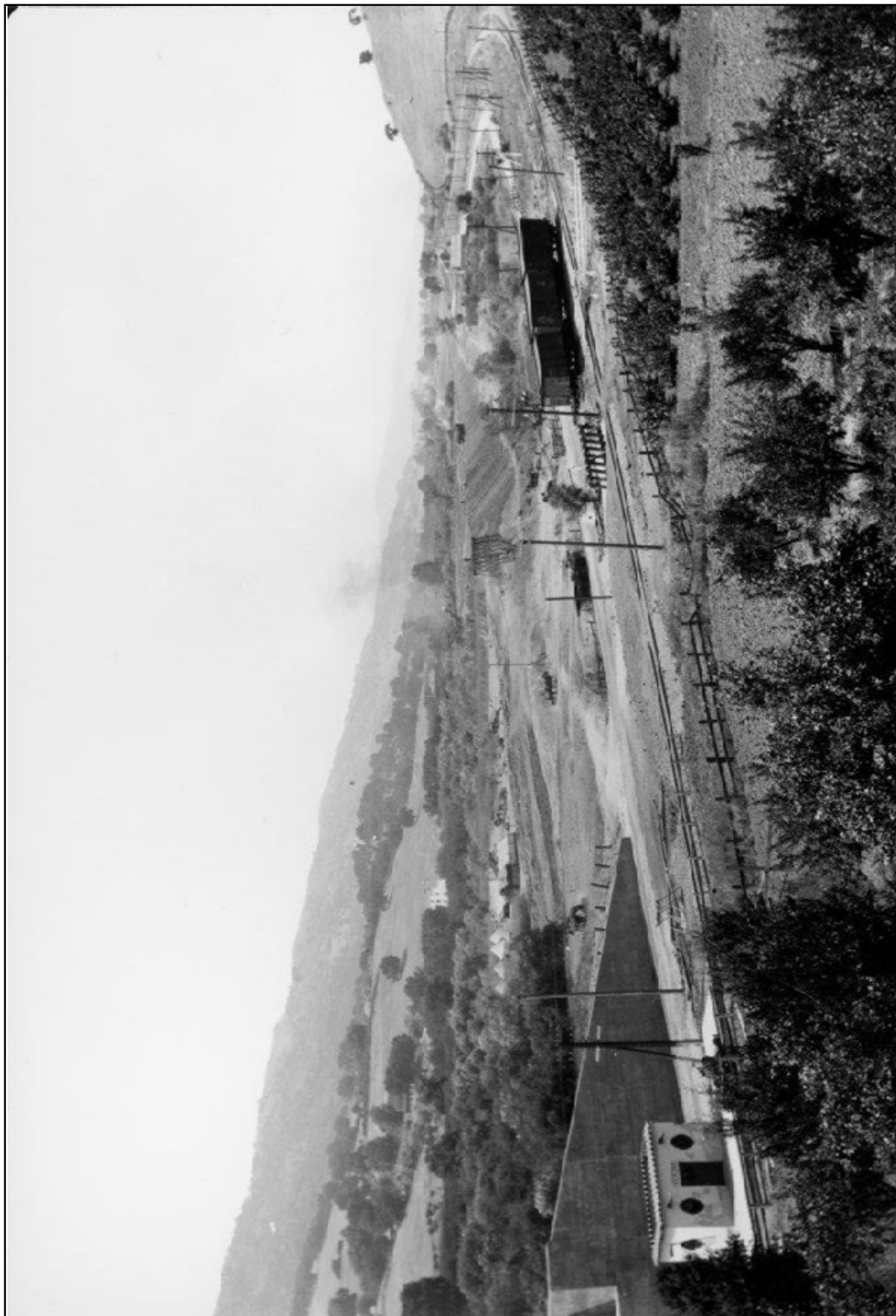
Joe Peterson



Photo by Joe Peterson

In the category of "strange things in the canyon", there are some trees just east of Farwell Bridge that have numbered tags nailed to them. Wonder what they are there for and who put them there. Any knowledgeable souls in the audience willing to let the rest of us in on the story?

VERONA



Construction of Western Pacific Railroad at Verona, October, 1908. Note the WP steam shovels in background creating the new embankment on temporary trestle. The Verona (SP) station is shown clearly with the old spur track and several box cars. New WP bridge abutment shown prior to being filled in. Courtesy of Western Pacific Railroad Corporate Archives - Kenneth J. Meeker Collection.

SEPTEMBER VOLUNTEERS

The following is a list of the people who helped run your railroad in September. Names in Bold are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to stumpie1@sbcglobal.net. **Note that if I can't read your writing, you may not get credit for the hours you worked.**

ADMINISTRATIVE

Henry Baum
George Childs
Dexter Day
Jim Evans
Don Gholson
Chris Hauf
Karen Kadaja
Jim Kearney
Peter Midnight
Joe Scardino
Paul Vetman
Jackie Vlasak

MEETINGS

Rich Alexander
Henry Baum
Dexter Day
Jim Evans
Kent Hedberg
Karen Kadaja
Dave Lion
Dennis Mann
Roger McCluney
Peter Midnight
Raphael Moll
Paul Veltman
Tim White
Ryan Wood

CAR DEPARTMENT

Paul Anderson
Bob Bailey
Warren Benner
Carlo Borlandelli
Chris Campi
Henry Chandler
George Childs
Tom Crawford
Don Gholson
Armano Giovacchini
Pete Goodier
Jim Green
Jack Harrington
Jeff Haslam
Ken Lippman
Dennis Mann

CAR DEPARTMENT

Bob Moore
Denis Murchison
Tony Peters
Joe Scardino
John Senf
Charles Smith
Linda Stanley
Steve Van Meter

CCRM PROJECTS

Elizabeth Boone
Jeff Boone
Leslie Smith

COMMISSARY

Bob Bradley
Armano Giovacchini
Sharron Morrison
Mike Pechner
Sue Thomas

DOCENTS

Mike Bozzini
Fred Krock
Matt Maksel

SPECIAL EVENTS

Donna Alexander
Bob Bradley
Armano Giovacchini
Gail Hedberg
Don Kirker
Jennifer Lam
Len Leavitt
Josie Mattos
Al McCracken
Charlene Murrell
Joe Romani
Sue Thomas

TRAIN OF LIGHTS

Paul Anderson
Bob Bradley
Tom Crawford
Dexter Day

TRAIN OF LIGHTS

Jim Evans
John Fenstermacher
Norm Fraga
Don Gholson
Pete Goodier
Jim Green
Chuck Gullo
Curt Hoppins
Dave Lion
Paula Lion
Ken Lippman
Jim McDaniel
Raphael Moll
Sharron Morrison
Denis Murchison
Lorentz Nilsen
Tony Peters
Joe Scardino
Judy Scardino
Roger Schultz
Wayne Shull
Charles Smith
Leslie Smith
Linda Stanley
Sue Thomas
Garrett Tom
Steve Van Meter
Mary Woods
Phil Woods

DEPOT CREW/OPERATIONS

Donna Alexander
Rich Alexander
Bob Bailey
John Fenstermacher
Glenn Fountain
Jim Gilmore
Jerry Higgins
Karen Kadaja
Dave Keene
Don Kirker
Ken Lippman
Roger McCluney
Jim McDaniel
Dan Mills
CharleneMurrell

DEPOT CREW/OPERATIONS

Patsy Thomas
Pat Warren
Pete Willis

GIFT SHOP

David Ernest
Shirley Ernest
Gail Hedberg
Connie Luna
Henry Luna
Roger McCluney
Charlene Murrell

TRAINING

Scott Crislip
Glenn Fountain
Travis Zupo

TRAIN CREW

Rich Alexander
Rich Anderson
Ed Best
Kenny Bischoff
Kent Brezee
Don Chakerian
Henry Chandler
Steve Coon
Mike Duffy
Severn Edmonds
Phil Figel
Warren Haack
Whitney Haist
Nancy Harden
Kent Hedberg
Chuck Kent
Mark Miller
Tony Peters
Bill Ross
Jeff Schwab
Linda Stanley
Jack Starr
Pat Stratton
John Teshara
Ron Thomas
Ted Unruh
Dave Varley

TRAIN CREW

Pat Warren
Jon Williamson

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg
Eric Wright

BRIDGES AND BUILDINGS

Rich Alexander
Bob Bailey
Warren Benner
Steve Coon
Karen Kadaja
Len Leavitt
Al McCracken
Paul Veltman

ELECTRICAL & SIGNALS

Curt Hoppins
Dave Lion
Joe Romani
Vishaal Singh

MECHANICAL DEPT.

Rich Anderson
Tom Anderson
Kenny Bischoff
Jeff Boone
Henry Chandler
George Childs
Steve Coon
Doug Debs
Gerry Feeney
Jim Green
Chris Hauf
Kent Hedberg
Curt Hoppins
Chuck Kent
Dave Loyola
Dennis Mann
Bill Ross
Derek Schipper
Jeff Schwab
John Senf

MECHANICAL DEPT.

Alan Siegwarth
Linda Stanley
Bill Stimmerman
Abby Thomas
Matt Thomas
Wyatt Thomas
Howard Wise
Bob Zenk
John Zielinski

MOW / TRACK

Steve Barkkarie
Hal Briar
Frank Fontes
Pat Hafey
Steve Jones
Karen Kadaja
Craig Kauffman
Gregg McNaughton
Phil Orth
John Pelmulder
Joe Peterson
Bob Pratt
Joe Romani
Linda Stanley
Pat Stratton
Mike Strider
Ron Thomas
John Zielinski

OTHER

Don Buchholz
Zonker Harris
Barry Lependorf
Michael Price
Ray Strong
Paul Veltman

By Paul Veltman

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Time Sensitive Material



Photo by Chris Hauf

The sun sets over the #4 as it sits at Sunol depot waiting for PLA members to board the Harvest Moon Special.