



THE CLUB CAR



Bulletin 721

Pacific Locomotive Association, Inc.

September 2023

The Southern Pacific #1744 project



Alan Siegwath photograph

Another SP #1744 driver ready for installation.

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Stacktalk

The Steam Department has had another really busy month working on our locomotive projects. The annual inspection completion on Clover Valley #4 has been our first priority. Our Federal Railroad Administration Inspector visited the first weekend of August on a Friday and Saturday to witness the Clover Valley #4's hydrotest and perform an interior boiler

inspection with no issues noted during his visit. A big Thank You to our FRA inspector for arranging his schedule to be available on short notice and the volunteers who took time off of work for the Friday Hydrotest so we can get the #4 back in service before the scheduled September operations. The weekend after the inspection, the crew took advantage of the hot weather and spent a good part of the day washing

Stacktalk 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

Member's General Meeting

SEPT. 8

5:30 PM

Board of Directors Meeting
following the Member's Meeting

In Whitehouse @ Brightside
In-person & Teleconference

CLUB CAR SUBMISSIONS

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

Submit articles in **WORD** 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
ncry.org

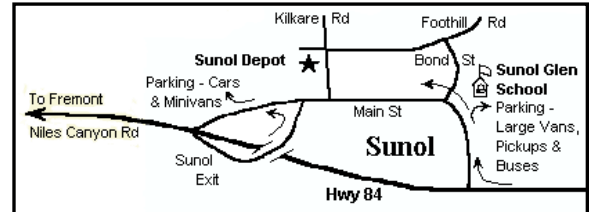
or by check mailed to:
Membership Secretary

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

BOARDING LOCATIONS

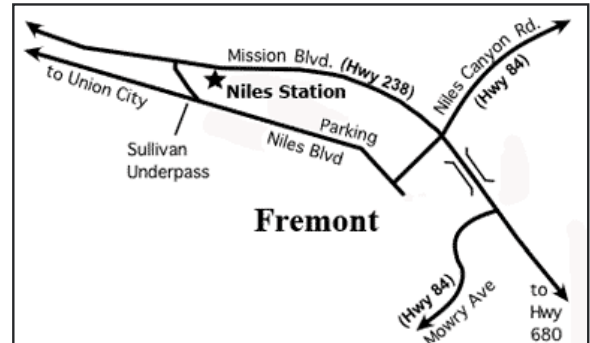
SUNOL DEPOT

**6 Kilcare Road
Sunol, CA 94586**



NILES STATION

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



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

President	Henry Baum	(925) 447-7358
Vice President	Jim Evans	(650) 697-9033
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Director-At-Large	Warren Haack	(650) 726-7952
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Charter Agent/Docents - Jim Evans	Road Foreman of Engines - Kent Hedberg
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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

September Activities

September 2	1st Saturday	First Saturday MoW,	8:00 am - Brightside - Stephen Barkkarie
September 6	1st Wednesday	M200 Charter,	11:00 am to 1:00 pm - Sunol - Jim Evans
September 8	2nd Friday	General Members Meeting,	5:30 pm - Brightside - Henry Baum
September 9	2nd Saturday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
September 10	2nd Sunday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
September 16	3rd Saturday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
September 17	3rd Sunday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
September 20	3rd Wednesday	Brush Cutting,	7:30 am - Brightside - Mark Whitman
September 23	4th Saturday	Brush Cutting,	7:30 am - Brightside - Mark Whitman
September 23	4th Saturday	Niles Canyon Stroll and Roll: www.84strollroll.com/	
September 28	4th Thursday	Diesel Charter, Security Company, 4:00 pm to 6:00 pm	
September 30	5th Saturday	Bronco Billy's Days,	10:30 am and 1:00 pm - Niles
September 30	5th Saturday	Members Harvest Moon Train, 7:30 pm to 9:00 pm - Sunol - The Alexanders	

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,630 volunteer hours for the month of July. Please note: Starting in September, Charlene Murrell will be collecting your volunteer hours at the new email address: volunteer-hours@ncry.org August volunteer hours should continue to be reported to me at volunteers@ncry.org. Train Crew hours will continue to be collected directly from the log sheets.

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Steve Barkkarie
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Dexter Day
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Car Department

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Glenn Fountain
John Link
Rob Giles
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Docent

Jim Evans

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Joe Romani
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Facilities

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Rich Alexander
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Gift Shop

Charlene Murrell
Patrice McDonald

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Charles Franz
Chris Campi
Chuck Kent
Dennis Mann
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Justin Legg
Karl Swartz
Linda Stanley
Mark Whitman

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Brad Jones
Chris Campi
Dee Murphy
Frank Fontes
John Link
Linda Stanley
Mark Whitman

MOW & Track

Matt Petach
Mike Strider
Pat Stratton
Rick Corey
Ron Thomas
Steve Jones
Steve Meyer
Wesley Van Osdol

Other

Adam Weidenbach
Barry Lependorf
Bob Bailey
Bob Pratt
Curt Hoppins
Dan Mills
Dave Burla
Dee Murphy
Dennis Mann
Dexter Day
Ed Best
Glenn Fountain
John Link
Justin Legg
Linda Stanley
Mark Miller

Other

Matt Petach
Pat Stratton
Patrice Warren
Steve Jones
Steve Slabach
Tim Flippo
Tom Eikerenkotter
Zonker Harris

Train Crew

Bob Pratt
Brad Jones
Chris Hamilton
Dave Burla
Dennis Mann
Dylan Olson
Ed Best
Jackie Vlasak
Jim Stewart
John Link
John Sutkus
John Zielinski
Jon Williamson
Jordan Hamilton
Jorg Linke
Liam O'Leary

Train Crew

Mark Miller
Mason Denton
Matt Petach
Michael Stockwell
Nick Alexander
Ron Quilici
Sanjay Bhandari
Scott Crislip
Ted Unruh
Tim Flippo

Interested in
volunteering?

Scan the
QR code
to see the
opportunities.



NILES CANYON RAILWAY

President's Report

Henry Baum - President

As we are now in the dog days of summer, what better time to think about the Holidays. Yes, it is Train of Lights time at NCRy. The train needs to be decorated inside and out. Some cars we are able to leave decorated from season to season, and that does save effort, but exteriors are difficult to leave up all year long. The Wednesday Warrior elves have already begun tackling the outside decorating, because, as they told me, they are getting older, and it takes longer to do things. We are all getting older, and it is getting harder and harder for all of us. Some of us are able to still do things, so we need everyone to come out and do what they can. One of those things is working on the car roofs. It is a task that requires good balance and a low fear of heights. And most 50 and 60 year olds have better balance than 70 and 80 year olds. Generally speaking, your situation may differ.

Even decorating the car interiors requires some ladder work, although not the extension ladder work of the exterior team. And I have learned for myself that I need to do ladder work in smaller chunks, otherwise I pay for it for days afterwards. I could blame the ladders, but it is really bad arches that cause the issues. Twenty-five years ago, you would find me out every Saturday working track crew. I can't do that anymore either. My body says NOPE. Not so much a physical limitation of balance or strength, my body just cannot deal with the sunshine like it used to.

So, I jump in wherever I can help. I have put the Ranch Car work on the back burner and have jumped in to help finish up some projects that we started after last year's Train of Lights, that still aren't completed. As with all restoration projects, once you start you find out the finish line is further away than you thought. New issues crop up, and people working on the project sometimes cannot continue, or cannot work as intensely as they had planned. Sometimes the work has to

be suspended, and efforts expended to make the car serviceable again, even if the restoration work is not complete.

We are getting some very important work done by utilizing outside resources. We have had the refrigeration and Air Conditioning systems in the O&C Diner completely revitalized. A lot of corrections had to be made to make the system work, and still more work needs to be done to make it operate as intended from a maintenance standpoint. We have a contractor fixing the floor in the double articulated that got damaged when the door failed to close properly, allowing rain incursion. When he pulled up the damaged linoleum, we discovered that the floor had a ½ inch layer of synthetic cork as an underlayment. Makes for a comfortable floor to walk on but has little survivability. Redoing the floors in this car will need to go on the list of future projects.

A badly needed upgrade is being made to the PA system we use on the trains. The current system was a patchwork of different styles of speakers and wiring, and the reliability of the system was getting close to being non-dependable. While we have been band-aiding it all year, as it is easier to troubleshoot and maintain on a five car train, but the 15 car TOL would be a nightmare. An outside contractor was hired to design and install a new state-of-the-art system through all of our operating cars. Not as cheap as having a bunch of hi-fi aficionados cobble a system together for us, which is how we got to where we are today, but worth every penny if it gives us years of reliable service. We are just too big.

A similar upgrade was made to the 240V train line we use to power the TOL. An overloading condition was identified by electrician extraordinaire Rich Alexander that made the



Jim Evans Photograph
If this locomotive looks familiar, it is, as we have the only surviving unit of its type under restoration in the car shop at Brightside - it's a 2nd series Krauss-Maffei unit pulling a westbound freight through Niles Canyon at Farwell. The KMs did not work well in mountain areas on the SP but they were common on the Niles - Tracy line running through Niles Canyon.

NILES CANYON RAILWAY

President's Report

Henry Baum - President

connectors we use to connect the train line from car to car impossible to detach from their mating receptacle. Worked for years, but now we are pushing the design. Rich rebuilt all the connectors, and we will be spreading the load out on the TOL to distributed generators to minimize these problems. Distributed power works for UP, it will work for us also. Just a different kind. Again, we are just too big.

Projects still needing to be buttoned up:

- The broken trap on the 2101 that fell out of the car last year.

- Windows in the WP315 need to be put back in place. In some cases the new windows will be installed, in others the old windows will need to be reattached and made inoperable.

- WP315 also has a roof leak that needs addressing.

- The Diner has an ice hatch that needs a new cover made or the old one made watertight until a new one is made.

And some little jobs:

- The 1941 has a leaky window at the southwest corner. Don't know where leak is.

- The 1941 also needs latches installed in the electrical cabinet doors so we don't rely on tape to keep fingers out of the electrical parts. This has looked bad for years, let's fix it.

- Air filters in the double articulated and probably the dome car need inspecting/replacing. They look like raccoons died in the ductwork.

- Exhaust fan in All Day Lunch range hood needs to be diagnosed for proper operation.

We would love to be able to count on our volunteers to get these tasks done. Barring that, we would love to have contractors who could do these tasks for us. We are having no luck finding these contractors. I'll see how many of these small jobs I can get through. Feel free to beat me to it and make me look bad.

I think the biggest issue we have is many of our members feel we are doing a great job getting this done every year, and we don't need their help. Nothing could be further from the truth. And the other thing I see is folks come out to volunteer, but expect a coordinated effort to put their talents to use. When you volunteer at a food bank or an animal shelter, they have fully developed programs to put folks to work. Defined jobs that just need bodies. At NCRy we have some of that in place, especially in our commissary department which is becoming a well-oiled machine. Walk in off the street, and the staff will get you an apron and put you to work. While rare, it may also be necessary to determine you are not suited for the tasks we have available. We can only be as inclusive as safety allows. Around trains, everything can kill you.

On September 9th and 10th, PLAWill be participating in the second annual Doors Open California event, sponsored by the California Preservation Foundation. Doors Open California is the largest statewide celebration of historic places in California. Enthusiasts of historic architecture, design, and cultural heritage will have access to select sites

across the state over one weekend, September 9-10, 2023. There will be the regular train rides at 10:30am and 1:00pm. And standard fares apply \$25 for adults, \$15 for Seniors, \$15 for children 3 to 12 years of age, Lap sitters under 3 years are free if they sit on your lap. There will also be presentations of our Niles Museum Development project for Niles. We will be highlighting our plans for the Niles Station area for future development. Our plans include a round house and display area for railroad equipment. Presentations will be at 9:30am; 12:00 noon; and 2:30pm (working around the train schedule). Space is limited to 30 people per session. Sadly, the shop tour at Sacramento has already been cancelled, maybe next year they say. For more information about Doors Open, to register and see a full list of participating sites go to CaliforniaPreservation.org/doca/

We will still always need your help. No matter what it is, 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



E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: info@ncry.org

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

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

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



NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

For as long as I can remember, September has been the end of summer and the beginning of the Fall season. Although that is not so according to the calendar, all our activities revolve around wrapping up mid-year repairs and restorations in order to prepare for the big holiday season. It may seem strange to be planning for Christmas on Labor Day, but that is the way things work at Niles Canyon. That doesn't mean it's all tinsel and lights. Around here, it means painting, polishing, welding, inspecting, testing, changing ties, trimming trees, fixing floors and all the while running trains for the public. We've had a night train, a railbus charter and held another beer tasting special. There is so much going on that the days fly by like a cartoon flip-book.

When talking about hard work nothing compares to our track building crews. Since we have put the Eastward expansion on hold until the line is ballasted and profiled out to Happy Valley bridge, the first of the month build team has been lending a hand on upkeep of the Canyon subdivision. Our crack track inspection team identified a section of ties that were not supporting the track properly as a result of the harsh winter and placed a slow order to protect our passengers. Well, we sprang into action replacing soft ties, tamping up stretches approaching the defect and reprofiling the area for a smooth ride. After several days of running trains on the rail in question, we re-tamped the whole thing and were satisfied that the curve was back in tip-top shape and the slow order was rescinded. Another piece of track that has needed repair but has not been a priority is the spur track at MP32.25. The area of track we call the "Spot". (Primarily a storage spur, it comes into play this time of year as a set-out track to aid the weekly switching of cars for TOL decorating.) Mow crews have replaced more than twenty ties there

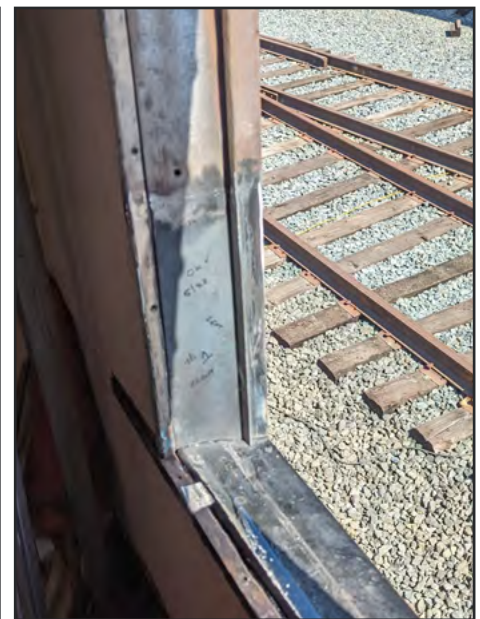


Stephen Barkkarie Photograph

Preview of Diner car getting a buffed out.

and it is now back in service for the coming years.

Back in the yard, here are some updates on car work that has been going forward on lots of different fronts. The Wednesday Warriors have painted the kitchen on the All-Day Lunch which will complete their restorations for the season so the car can be used in the Beer tasting special. (What remains is to redo the floors next year.) The refrigerator system and Air Conditioning on the Diner car have been repaired and now work like a charm. You could make ice on the dining room tables if you wanted. We are also buffing out the paint and resealing windows on the South side for the coming winter. We are having a soft spot in the East entry floor repaired in the SP 2374-2375 articulated car. This work is being done by a contractor who has looked at the floors in the "Hidden Lake" café car and says he can reproduce the southwestern motif in the vinyl floor in the seating area. (This is a very important part of the restoration of that car.) The SP 2101 coach had the Northeast trap fail last year due to rust



Stephen Barkkarie Photograph

Window opening after repair on 315 coach.

and that entrance has been repaired by cutting away the corroded metal and welding in new steel. Our 315 coach has been undergoing window replacement all summer with several of the openings needing major welding

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

repairs. Those restorations have taken longer than expected and will be completed next season. As you may recall, we have had all new windows made and want to install them correctly.

Other repairs in the yard include a new water pump and floor for our crew car "Big Bird", a vital transport for MOW. We sent two hydraulic cylinders from the Tie handler to the shop for reseal and re-bushing. It is called a "tie handler" but we have a grapple attachment mounted on it that has made it a real work saver for tree trimming crews as it is able to pick up, transport, and feed into the chipper branches sawn from sightlines. One person now does the work of several. A great step forward for MOW kind.

Also in Brightside, new steps for the rear exit to the Whitehouse meeting room have been built by local "friends of the depot garden" who were interested in old ties for landscaping around Sunol. They exchange their labor for old ties which they haul away. (Saving us disposal and getting the work done, classic win-win situation.) We are also having the water from our well sampled for potability. (On a side note on the well, the output has more than doubled after last winter's ample rain.)

Operations held a new Brakeman's class recently and the attendance was more than a dozen new interested volunteers. That is a great turnout and I look forward to working with our new crop of "Brakies" on the upcoming trains.

We have given yard tours to an important donor group and our local fire depts. Firstly, representatives from the John H. Emery trust came to see how their donations are used. (The trust recently gave a healthy grant to the Great Northern "Ranch" car project and, in the past, gave another generous amount to the restoration of the Ladies Powder room in the SP 2374 car.) They requested to see a number of our unique rail assets including



Stephen Barkkarie Photograph

Henry Baum and Wes Van Osdal entertain CALFIRE and Fremont Fire.

the KM9010, SP 1744, CW M200, the "Cascade Club" triple car, the YV 330, both the "Sacramento" and the "Western" business coaches as well as the "Gothic Peak". They enjoyed a ride on the train first and lunch at "Bosco's" in Sunol before the tour. It made for a full day, and they left impressed with our accomplishments.

We were also able to arrange a meet and greet tour with the new battalion Chief for CALFIRE (Jeff Nichols) and ten of his new enginemen. In addition, this tour included Fremont Fire Captain Daniel Brunicardi with four of his firemen from Niles Station. (This is a first visit for Fremont fire and we gave them a warm welcome.) We showed them our facility, toured the train cars to give them familiarity with the challenges of older rail cars and renewed our pledge to assist them any way we can in emergencies. (Including keeping a water car full for their use if needed and how to tap into it.) We provided them with a copy of the evacuation points map of the mainline put together by

Henry Baum. It includes color photos, and they were very impressed. I offered them the opportunity to conduct chainsaw training anytime they would like as we have plenty of trees that need removal to the East of Sunol. Let's see if they take us up on it.

Elsewhere on the Right of Way, our annual bridge inspections have taken place as well as a review of the recent visit from the FRA/PUC bridge inspectors. We have conducted an in-house observation of our bridge pier for scouring. Kinder Morgan has brought in a tree crew to trim trees over their pipeline in sensitive areas in the Depot Garden with oversight by "friends of the Depot Garden". Sorting of track materials in the Niles Station has begun for the beginnings of development there.

There is still lots to be done and we can always show you what to do, so come out and get in on the action.

Stephen Barkkarie
General Manager

Stack Talk

Alan Siegwarth

Continued from Page 1

the #4's boiler out. As this article is being written, the #4's boiler is being buttoned up – today's crew reinstalled washout plugs, safeties, lapped the throttle, reconnected the throttle linkage and put the steam dome lid back on the boiler – after less than a month the #4 is going back together!

The Southern Pacific #1744 project kept us busy as well this month. The Steam Department organized and set up to install the tires on the #1 driving axle. We had a large crew to lend a hand including Henry Chandler, Chuck Kent, Gerald DeWitt, Charles Franz, Jeff Schwab, Art Randall, Alan Siegwarth, Gavin Siegwarth, Justin Legg and Doug Vanderlee which helped the tire installation go smoothly and being completed before a late lunch. Looking at the completed drivers, it is amazing how much larger the drivers appear with the new full thickness tires installed and there is only one more driver to finish. In addition, we were privileged to have John Abetecola with TSG Multimedia onsite during the tire installation to video another episode of their ongoing Youtube video series on the Southern Pacific #1744 restoration – we will include a link in the Club Car when it is released. Thanks to John for putting together these fantastic videos about the project which support



Alan Siegwarth photograph
Charles Franz directing the Pettibone Crane operated by Chuck Kent while Gerald DeWitt prepares the cart for axle placement.



Alan Siegwarth photograph
Gerald DeWitt directing Henry Chandler on the forklift moving the 63" diameter tires.

Alan Siegwarth

PLA's goals to educate the public on railroad history. Justin Legg continues to needle gun and paint the frame – his dedication to this dirty job has a good portion of the frame looking clean and sharp – thank you Justin! Meanwhile, Art Randall and John Blaine continue to work on the suspension and we are down to finishing a couple pieces before we can reinstall the spring packs.

Work also continued on the Southern Pacific #2479 with California Boiler Works finishing welding in the wrapper sheet patch. The next step in this repair is ordering the sleeves, caps and stays so they can be installed. We continue to look at options on how to get this work completed. Thanks to Art for all his time during the week to work with the contractors performing the #2479 work. The amount of work involved for our volunteers hiring and supporting contractors is substantial – especially since the contractors work 5-6 days a week and need fulltime supervision. While the contractors perform a substantial amount of work in a short time, the amount of volunteer supervision required by our department is a limiting factor in hiring contractors at Brightside. We are discussing other options to make contracting work at Brightside less demanding on our volunteers' limited availability during the week – just another problem to solve in a long list of them at our successful railroad museum.

Alan Siegwarth



Alan Siegwarth photograph
Overall view of our outdoor workshop and the Pettibone.



Alan Siegwarth photograph
Doug Vanderlee and Chuck Kent cleaning rust and dirt off the drivers in preparation for the tire installation.



Alan Siegwarth photograph
Flame heats the second tire in preparation for installation.



Alan Siegwarth photograph
Gerald DeWitt and Jeff Schwab guiding the tire/flame ring in place onto our fabricated tire holder in preparation for heating. Charles Franz is guiding the crane.



Alan Siegwarth photograph
Gerald DeWitt happy with the day's work.



Alan Siegwarth photograph
Hurry up and wait! With all the prep work completed and the ring of fire burning propane to heat the tire – the crew takes a well deserved break. Charles Franz, Henry Chandler, Gerald DeWitt and Jeff Schwab sit on/next to the #4 while waiting the approximately 20 minutes for the tire to heat up to over 350 degrees. Once the tire is heated – the crew will spring into action.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale: **THE GLORY DAYS ARE OVER**

This tale begins at the Pullman Company in 1903 where a business car for the Chicago, Indianapolis and Louisville Railway rolled out the doors and had been outfitted to be a business car. The name of this car was the "Wildwood" with a car number 200. This car had a wooden exterior and was equipped with truss rods for support since the car did not have a substantial steel center beam. The car saw miles of service before being sold to the Southern Pacific Railroad in 1926. The car was shopped and several upgrades were applied to the car. The country was entering into the steel age and the car had to be equal in the appearance of the trains that it will be operating with. So steel sides were applied over the wood sides. This was accomplished by using screws to fasten the steel to the frames of the car. When the sides were all fitted and applied, the slots of the screws were filled in to make them look like rivets. The areas that did not receive screws got what looked like dummy screw heads attached to the steel sides. This disguise made the car look like it was a steel car which was the trend for railroad cars then. After departing the shop the car was assigned to Oakland as the Business car "Western" with a car No. 121.

The car became the Superintendent of the Western Division business car. The car operated over the Southern Pacific System until 1959 when it was decommissioned and retired. In 1960, a railroad park was being developed with Southern Pacific theme at Harrison Park in Oakland. The Business car "Western" was donated to the park and a ceremony took place where Southern Pacific Superintendent Albert McCann turned over the keys to the "Western" to



This is a SP business car which is very close to what Western looked like on roll out at Pullman Co. The car had wood exterior and was named "Wildwood" for C&IL RY.



This is another picture of what the Western would have looked like when built with the wood exterior.

the Mayor of Oakland Clifford Rishell. The Pacific Class steam engine SP 2467 was also donated along with a passenger coach and a baggage car. This made a real nice display of railroad equipment that was part of helping build Oakland and the Bay Area. The



Western (No 121) being donated to the City of Oakland from the SP in 1960 at Harrison Park.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Dexter Day Photograph
Another picture of the Western No. 121 in storage at the NCRY Brightside facility.



Dan Crews/1976 Photograph
This is the Western No. 121 staged in Harrison Railroad Park Oakland. Notice the mail box for Caretaker.



Dexter Day Photograph
Built-in galley in Western intact.



Western sitting at Brightside in storage as it looks today waiting its turn to have rehab done on it.



Dexter Day Photograph
The crew room right by the galley. Sleeps two crew. Placed not to wake rest of car.

city of Oakland hired a caretaker for the railroad equipment in Harrison Park and he was able to take up residence in the business car "Western". As long as he lived in the "Western", the equipment maintained a good appearance overall. As time passed, his age set in and the equipment was getting harder to maintain. Then the unexpected happened, he passed on.

The city needed to hire a new caretaker for the equipment. The city of Oakland hired a younger person. At first, all was

going good and the equipment was being maintained. But as time went on, the scene began to deteriorate as drugs came into play. The "Western" was completely intact when it was donated to the park. But items were starting to be removed and were sold off to support his habits. The exterior was not being maintained and the city wasn't paying that much attention to the Railroad Park. The caretaker was removed from the railroad equipment in

Continued on next page

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

the park and was left unattended and exposed to vandalism and graffiti. Also, time and weather started to take its toll on the equipment. The "Western's" roof started to develop some leaks and the interior ceiling started to develop damage along with some of the mahogany walls. In other words, it was like watching the Titanic sink. The friends of the SP 2467 group continued work on the engine through the 1980s.

Then in 1990, the PLA and the City of Oakland came to an agreement on the SP 2467 and the Western. The plan is to have them moved out of the park which was going to be developed. The business car "Western" was going to be trucked and the SP 2467 was going to the Oakland Terminal Railway by truck. The move of the engine went very smoothly through the streets of Oakland to where it will be unloaded at Nabisco in Oakland to OTR rails where it then will be towed to OTR Oakland. The moving of the "Western" to its new home on the NCRY at Brightside was a standard lowboy trucking move by TROST heavy movers which we were familiar with from past moves of equipment. The "Western" was still owned by Oakland and we were leasing the car. So, except for storing the car, not much restoration will take place until we can get ownership of the "Western" from Oakland.

It is now 2023 and the City of Oakland and the PLA got together to figure out what can be done with the ownership of the equipment. It was decided that the SP2467 would go to the CSRM for display and the "Western" would become the property of the PLA. After all these years, you could say that the "Western" has found a new home. Now that we own the car, we can make plans on how we are going to restore this car and try to make it look like a business car again. You will never completely restore the car the way



Dexter Day Photograph

The section portion of the car which is like a Pullman car design. Still pretty much intact. Sleeps 4.

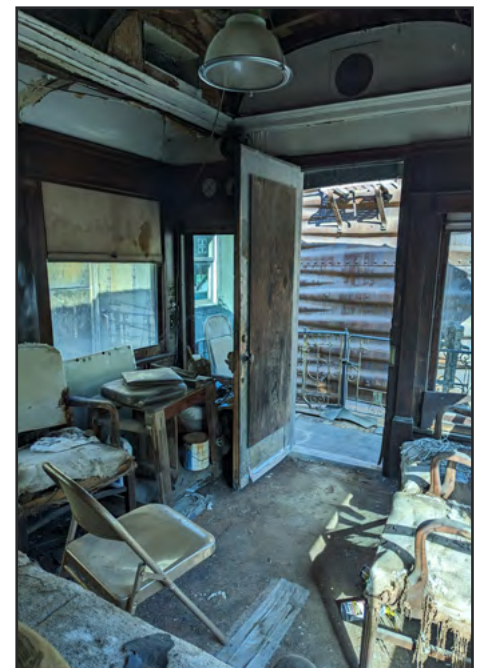


Dexter Day Photograph

This is one of two master bedrooms in the Western. This is where the Superintendent would stay.

it was, but we can make it look a lot better than it does now. The car has a very interesting braking system. Since it was a business car, the SP installed a dual braking system. The car has two brake cylinders. The best part is, the braking system on that car works. The car as it was built is like a train in one car. The car has a rear lounge with platform, two master bedrooms, a secretary bedroom, a dining area with a fold down bed in wall, a complete section which has four beds, porter room, galley with a bedroom off it, and car washroom and toilet. The car looks a little beat up now, but you can picture it in better times. This would be a great car to operate for special occasions and for static display. It just will take interest, time and money. The car has been through a lot to get here, it need not rust here. With that said, another tale comes to an end.

Dexter Day



Dexter Day Photograph

Rear lounge with fold down bed out of sight. Needs some care.

Membership Report

Rich Alexander - Membership

New members:

Greryson Burns, William Burns, Miles Concepcion, Reena Concepcion, Rick Cory, Aria Glesener, John Glesener, Gus Glesener, Jack McKinstry, Adolfo Melara, Laura Randall, Eileen Skrabutenas, Gary Skrabutenas, Franklin Weishaar, Jr.

I am still getting calls about dues. Just a reminder they are \$48.00 for the primary member, \$24.00 for the secondary member, and \$12.00 for children. All need to be living at the same address.

You can send checks to:

PLA, Membership Secretary
PO Box 515, Sunol, CA 94586-051

Bad email addresses for the following: Debora Flavetta, Melissa Glesener, Roger McCluney, Rod McClure, John Miller.

Bounced email for the following: Jim Corde, George Delucchi, Elizabeth Regan, James Tyler.

As a reminder several members have emails blocked. When you do this you do not receive emails about meeting notices and other information.

Also, Bob Pratt is now handling locks and keys.

TOL volunteers' opportunities are ready to go live on our website. Check your calendars and sign up early. This will give us an idea of how many slots need to be filled.

TOL tickets will be going up soon on the FareHarbor site which will allow our passengers to see them on our site.

Rich Alexander

Membership Secretary



Volunteers needed for Commissary on the Train of Lights

How-to-do-it session on Saturday, Nov 11

Ho, Ho, Ho! Christmas will be here before you know it. And, to ring in the season with style, Niles Canyon RR will once again be operating our Famous Train of Lights starting in November. The Commissary department is recruiting people to work the TOL. This is a fun job where you get to interact with the passengers! Here is who we need: 1. In the two first class cars: three volunteers in the Dome Car and three volunteers in the Parlor Car. One person in each car is the Captain, who needs to have some experience with the commissary job in that car. 2. In the Commissary car, we need three volunteers in all to serve hot and cold drinks plus cookies and snacks to the passengers. One person is the captain who has worked this counter before (on any train: TOL or summer trains) plus two helpers. 3. In the All-Day-Lunch (ADL) car: a "Cocoa Captain" who is experienced in making the hot cocoa and a helper. The ADL volunteers make hot chocolate, heat up the hot cider, and serve those drinks and cookies to the passengers.

The best part: there will be a training session for all volunteers who are new to this job, plus all those needing an update to the current practice. Training will be at Brightside yard on Saturday November 11, starting at 10 am. This training includes a walk-through of all the commissary locations on the train, description of each job at each location (from experts who have done it successfully and have maybe learned the hard way). Plus we will look at the location of all commissary supplies in the yard, and we will learn how to provision the train (by doing it!). The TOL will start with the test train on Nov 13 and end with the last runs on Dec 29. For all revenue evenings, there will be two trains. Dinner is served on the train between revenue runs for all volunteers and train crew who are



Decorated Caboose on the ToL.

volunteering for both trains.

The commissary and ADL volunteers sign up for one shift each day, which includes both trains. Dome and parlor car volunteers sign up for one train at a time: the 4:30 or the 7:30. If you want to work the dome or parlor car for both trains, make sure you sign up for both trains. Please don't assume that you can stay for a train you didn't sign up for, since we do not want to overload the first class cars with extra volunteers.

Volunteers working both trains (including the 4:30 train for the first class cars) need to be at the train at Brightside by 2:00 pm. The last train is done by 9:45 pm. Volunteer sign-ups are on the NCRY website. Please visit the website and sign up for as many evenings as you can spare! Requirements for volunteers: you must be mobile enough to board and move around on the train, and you will be on your feet for 1 to 2 hours at a time. Plus, have your smile ready!

Dave Hipple

Treasurer's Report

Pat Stratton - Treasurer

On the Balance Sheet our cash position is good, with much of it parked in CD's where it earns interest until needed. Our Endowment Fund increased by 1.9%, a large increase on a monthly basis - but the investment markets often defy logic. We can expect variety in our Fund results, but so far on an upward trajectory.

Our debt, at \$1,975 is effectively non-existent. Almost all of it is short term - a \$1,750 deposit toward a charter not yet run. All else is much the same.

On the Income Statement, our operating revenue was \$25k, including regular runs, Summer trains and Speeder runs. Total revenue was \$43k, also including gift shop and commissary sales, scrap sales, and interest income.

On the expense side, we are readying our rail cars and engines for the dense operating season of the Train of Lights. Projects include repairing refrigeration and A/C for the #10040 diner; Completion of painting of the Bones #3380 excursion car; interior and exterior decoration of all cars; repairing a damaged trap on the #2101; repairing linoleum flooring in both the articulated #2473/2474 and the ADL #1975; and completing window repair on the ADL #1975 and the #315 coach. Oh, yes, and putting a new generator in the #6719 snack bar car. We are very busy in Brightside this time of year. If you have time to spare, join us for the fun and satisfaction of preparing our fleet for the holiday TOL.

Other maintenance, restoration and administrative expenses this month have been pretty predictable. Bottom line, we spent \$35.5k more than we earned in July. Not a big surprise as our highest earning months are during TOL.

August will likely require payment of another \$45k for the new train generator, and is when we pay the annual fee for

use of the Niles Canyon right-of-way to Alameda County. The Board just voted on purchase and installation of a new PA system, acceptance of which will ramp up activity and costs to be expended before TOL.

If you have questions or comments on these or other topics, write or call.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

Visiting Firemen



Staff from Cal Fire Sunol Station that attended NCRy Brightside orientation.

It is essential that the Niles Canyon Railway maintains good relations and communication with our surrounding emergency agencies.

Last year we were able to do a successful removal of trespassers on Alameda County and SF Water property adjacent to our property with great cooperation from Alameda County Sheriff's Department. In early August we arranged to have Cal Fire and Fremont Fire visit our Brightside facility to become familiar with our railroad and equipment in the event they would need emergency access.

We have had previous introduction meetings with Cal Fire, but each season their staff changes, and most of the personnel shown in the photo are new this year to Sunol Cal Fire Station 14.

This is the first time we had a representative from Fremont Fire and



Cal Fire Battalion Chief Jeff Nichols and Acting Fremont Battalion Chief Daniel Brunicardi during Brightside visit.

he was very interested in seeing our vintage equipment and learning about our train operations.

Jim Evans

Brush Cutting

Mark Whitman

On Wednesday, August 19 the crew headed toward mile post 33.5 to clean up brush cut several weeks ago when the chipper broke down. Then we continued trimming headed east. Unfortunately, the tie handler developed a significant hydraulic leak in the dipper cylinder. The crew today consisted of Matt Petach, John Link, Bob Pratt, Brad Jones, Mark Whitman, and Jason Pate.

On Friday, August 21 Doug Vanderlee and I removed both the dipper and the boom cylinders from the tie handler. The following week I took the cylinders for repair in San Jose. On Friday, August 4 Doug and I reinstalled them.



John Zielinski Photograph

Large white oak tree that fell over at Happy Valley Bridge staging area. Notice how rotten the inside was and how little wood was holding up the tree.

On Saturday, August 22, as the tie handler was out of service, I decided to take care of a large valley white oak that had snapped off at the ground in the staging area at the Happy Valley Bridge. It was far enough away from the track that the tie handler would not have been of use to us. We hooked the chipper behind my truck, chipped the brush onsite, loaded all the wood except the trunk into the dump truck then hauled the wood back to Brightside. The crew today consisted of Mark Whitman, John Zielinski, Brad Jones, and Jason Pate.

On Friday, August 28 Adam Weidenbach and I returned with the flatbed and the cat backhoe to pick up the last three large sections of the trunk of the downed valley oak tree.

Mark Whitman

New Format for Member and Board Meetings

Heads up for those of you who have been joining our monthly meetings via phone or computer. Starting in September, we're going to be switching to a different format for our meetings!

Instead of starting the board meeting at 5:30pm, and then stopping at 7pm the way we used to do it, we're going to reverse the order of our meetings.

The September 8th, 2023 meeting will start with the Member's meeting at 5:30pm; we'll start with open comments from the member's, and then have the board reports given during the member's meeting. We won't be taking any votes on board actions during the member's meeting, we'll just be providing updates on what is happening with the railroad. There will be time for discussion items that have been added to the agenda to be discussed, along with a final open microphone period for comments and feedback. Then, once the member's meeting content is completed, we'll adjourn the member's meeting, and open the board meeting. During the board meeting, we'll handle discussion items that require board action, handle old business that was previously tabled, and raise new business items. Any actions that were referenced during the board reports in the member's meeting will be held for discussion and voting on by the board to this portion of the meeting.

By shifting the order of the meetings around, this will simplify managing the online participation; instead of having to mute and unmute people at different times throughout the meeting, we split the activity cleanly down the middle; member's will be generally unmuted during the member's meeting, and able to raise questions and discuss items as they come up. We'll still mute people who create a lot of background noise without being able to mute themselves, but that should hopefully be infrequent. Then, once the member's meeting is adjourned, we'll mute all the phone lines except for any remote board member's, and the board meeting will consist purely of input from the board member's. We anticipate that the board meeting portion will be considerably shorter this way, as the updates from the board member's and departments will all have been taken care of during the member's meeting.

Finally, this will allow us to have more flexibility in the reporting portion of the member's meeting; instead of being a roll-call of board member reports, we can open it up more widely for any department heads or department seconds that would like a slot on the agenda to provide an update on the progress of their department, or make a request to the general membership.

We know that navigating change is often challenging, but we're hoping this change is one that will streamline our meetings, make it clearer when remote input is allowed, and ultimately make the meetings better for everyone.

Matt Petach

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Matt Petach Photograph

New Student Brakeman Graduating Class: David Bowman, Chris Berwick, Sarah Fritz, Gabriel Gleeson, Steve Knoeck, Salli Lundgren, Patrice McDonald, Adolfo Melara, Garon Michaelis, Albert Ou, Jason Pate, Logan Rubasky, Raymond Swift and Instructors Jorge Linke, Mark Miller, and Kent Hedberg.