



THE CLUB CAR



Bulletin 722

Pacific Locomotive Association, Inc.

October 2023

Along the Right of Way



GN 1242 moving to the North Carshop track.

Stephen Barkkarie Photograph

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Alas, I must begin this month's missive with a correction. It has been brought to my attention that I wrongly accredited the John H. Emery Heritage Rail Trust with contributing to the restoration project on the Great Northern "Hidden Lake" café car, when in fact the prestigious group made a generous donation to the Southern Pacific 1744 steam engine rebuild. Another misnomer on my part last month was the car number for the

double articulated coach. I incorrectly identified the floor repair as being done in the SP 2374, when it is the SP 2373. My apologies to you gentle reader, it appears I need a fact checker as well as a proofreader for my article.

With that bit of business out of the way, we can get on with this month's report. Since our last visit our regular operations have been strong and we have pulled off several specials

Along the RoW continued on Page 6

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

OCT. 13
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

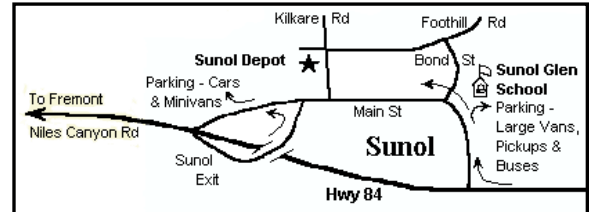
or by check mailed to:
Membership Secretary

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

BOARDING LOCATIONS

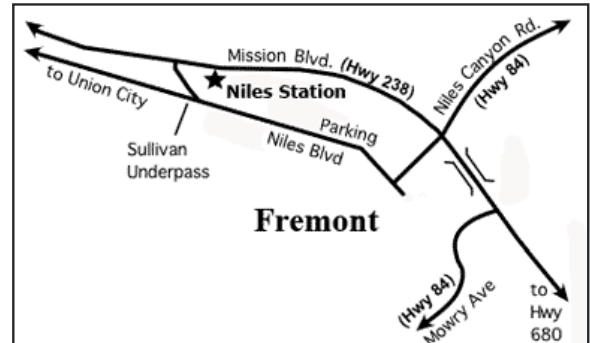
SUNOL DEPOT

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 |
| Recording Secretary | Matt Petach | (925) 860-4296 |
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| Treasurer | Pat Stratton | (650) 888-8619 |
| Director-At-Large | Justin Legg | (510) 717-4944 |
| Director-At-Large | Warren Haack | (650) 726-7952 |
| Director-At-Large | Patrice McDonald | (408) 772-9278 |
| General Manager | Stephen Barkkarie | (510) 368-1733 |

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

| | |
|---|---|
| Brush Cutting - Mark Whitman | Operations Manager - Dexter Day |
| Car Department - Dennis Mann | Public Relations - Henry Baum |
| Charter Agent / Docents - Jim Evans | Road Foreman of Engines - Kent Hedberg |
| Chief Engineer - Mike Strider | Security Department - Jim Evans |
| Club Car Editor - Barry Lependorf | Signal Department - Curt Hoppins |
| Commissary - Doug Debs | Station Agent - Sunol - Donna Alexander |
| Crew Caller - Jackie Vlasak | Steam Department Head - Alan Siegwarth |
| Gift Shop - Patrice McDonald | Steam Hosteler Training - Jeff Schwab |
| Hazmat Manager - Doug Debs | Technology - Matt Petach |
| 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 each month except November and December at 5:30 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

===== October Activities =====

| | | | |
|------------|-----------|--|--|
| October 1 | Sunday | Bronco Billy's Days, | 10:30 am and 1:00 pm - Niles |
| October 7 | Saturday | First Saturday MoW, | 8:00 am - Brightside - Stephen Barkkarie |
| October 7 | Saturday | Wedding Charter, 150 Passengers, Sunol, | 5:30 pm to 7:30 pm - Jim Evans |
| October 8 | Sunday | Scouts "Seedball Express" - Sunol - | 10:30 am - Bob Pratt |
| October 13 | Friday | General Members Meeting, | 5:30 pm - Whitehouse - Henry Baum |
| October 13 | Friday | Board Meeting, (Follows General Meeting) - | Whitehouse - Henry Baum |
| October 14 | Saturday | Regular Train Operations, | 10:30 am & 1:00 pm - Sunol |
| October 15 | Sunday | Regular Train Operations, | 10:30 am & 1:00 pm - Sunol |
| October 21 | Saturday | Regular Train Operations, | 10:30 am & 1:00 pm - Sunol |
| October 22 | Sunday | Regular Train Operations, | 10:30 am & 1:00 pm - Sunol |
| October 25 | Wednesday | Brush Cutting, | 7:30 am - Brightside - Mark Whitman |
| October 28 | Saturday | Brush Cutting, | 7:30 am - Brightside - Mark Whitman |

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,440 volunteer hours for the month of August. **Please remember, starting in September, Charlene Murrell will be collecting your volunteer hours at the new email address: volunteer-hours@ncry.org.** Train Crew hours will continue to be collected directly from the log sheets.

Administration

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

Archives & Library

Brian Hitchcock

Car Department

Bev Barkkarie
Bill Stimmerman

Car Department

Bob Moore
Bob Pratt
Bruce Burke
Dave Hipple
Dee Murphy
Dennis Mann
Dexter Day
Donna Alexander
Gayam Gova
Howard Wise
Jim McDaniel
Joan Weber
John Link
Linda Randolph
Lisa Verte
Marshall Williams
Norm Fraga
Phil Stone
Ron Thomas
Steve Van Meter
Sue Thomas
Tim Boot
Tim Flippo
Tom Crawford

Commissary

Benita Harper
Bonnie Harrington
Dan Mills
Jack Harrington
John Link
Rob Giles
Sally Mills
Sue Thomas

Depot Crew & Operations

Donna Alexander
Rich Alexander

Electrical & Signals

Curt Hoppins

Facilities

Adam Weidenbach
Bob Bailey
Bob Pratt
Gerald DeWitt
Jim Evans
John Zielinski
Steve Jones

Facilities

Wesley Van Osdol

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Bill Stimmerman
Charles Franz
Chris Campi
Chuck Kent
Dennis Mann
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Karl Swartz
Linda Stanley
Rich Gova
Steve Jones
Tim Flippo

MOW & Track

Bob Bailey
Bob Pratt

MOW & Track

Brad Jones
John Zielinski
Matt Petach
Pat Stratton
Ron Thomas
Steve Meyer
Tim Flippo
Wesley Van Osdol

Other

Barry Lependorf
Bob Pratt
Dee Murphy
Dennis Mann
Ed Best
Howard Wise
John Abatecola
Karl Swartz
Linda Stanley
Matt Petach
Patrice Warren
Randy Ruiz
Steve Jones
Zonker Harris

Train Crew

Adam Weidenbach
Albert Ou
Brad Jones
Charles Franz
Chris Chisom
Chris Hamilton
Chuck Kent
David Bowman
Doug Vanderlee
Dylan Olson
Ed Best
Gabe Gleeson
Gerald DeWitt
Jackie Vlasak
Jason Pate
John Sutkus
Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Liam O'Leary
Mark Miller
Mason Denton
Michael Stockwell
Nick Alexander
Peter Savoy

Train Crew

Ray Crist
Raymond Swift
Ron Thomas
Sanjay Bhandari
Sarah Fritz
Steve Barkkarie
Steve Knoeck
Ted Unruh
Tim Flippo
Warren Haack

Interested in
volunteering?

Scan the
QR code
to see the
opportunities.



President's Report

Henry Baum - President

TOL decorating is well under way. Every time I go to Brightside I see more and more shiny decorations. Some cars, like the Bones open car, are having their refurbishment finalized. Bones just needs its new roof to be installed, and the appropriate lettering applied. Then it too can be decorated. The Western Pacific 315 coach is one of our 'open window' coaches, which means the windows can be opened to allow fresh air in. Only some of the windows being reinstalled will be operational, as the project required a lot of unexpected work to repair the window frames, many of which were badly corroded due to water being trapped at the bottoms of the frames.

The WP315 is having new windows installed, and in a few spots, the old windows will be reset, as time is running out to complete this project, so it will resume after TOL. We need the car buttoned up for decorating. Earlier this year, the decorations had been left up, but when the windows were removed, birds moved into the garland and proceeded to destroy them with guano. We won't make that mistake again. Other open window coaches in service are the SP1949, which has massive 'panorama' windows, and the SP2101, which has aluminum framed bus windows.

Coaches with sealed windows such as the Diner, the Dome Car and the double-articulated have to have working ventilation systems to be used, and preferably functional air conditioning systems. Climate control helps regulate the interior humidity, preventing windows from excessive fogging. Or that's the theory, anyway. The air conditioning and refrigeration in the Diner was revitalized earlier this year.

Last month, Dennis Mann, Howard Wise and I visited another railroad to evaluate some cars they are thinking about getting off their roster. There are 3 coaches and one CN diner. Two of the coaches were Shasta Daylight coaches at one time. The other coach



Henry Baum Photograph

Clock as donated.

I heard was up in Asti with our Ranch Car, the Hidden Lake. Not sure where it came from, or how it got to where it is now.

We looked the cars over. Sadly, vandals had gotten into all the coaches and trashed all the window glass from the inside, as the windows were boarded over. These are all sealed window coaches. All the glass would need to be replaced. Actually, glass is one of the cheapest things to replace, as it is readily available. The cost is in the manpower to remove and replace the windows. The cars would need to be cleaned up and made ready for movement by rail, which would be feasible. Honestly, these cars are in better shape than some of the other coaches we have awaiting restoration on property. The problem is that they would need to be taken someplace to have the work done, as we do not have the manpower to perform the work that would be required to put the cars into service. The brakes, which appear to be in pretty good shape would



Henry Baum Photograph

Restored clock.

need to be serviced to UP acceptable interchange standards, and hopefully the brake valves are serviceable. Then the cars would need to be relocated to someplace where they can be worked on and brought to operational status. As these are sealed window coaches, the Heating, Ventilation and Air Conditioning system must be made functional before the cars can be put into service. They would also have to be upgraded to match our Train Line and our PA system. This would get the cars into revenue service, but they would each eventually have to be given the whole body service such as we are doing to the Ranch Car.

Here is the conundrum. PLA could buy these cars at an excellent price. We would then have to find someone who can go to where the cars are located and get them ready to be moved. Our volunteers might be able to do that, but it would take too long. Then the cars would need to be relocated to someplace where they could be worked on by professional car restorers. We

Henry Baum - President

would also need to upgrade bathrooms in each of the cars. All of the cars had a Men's and Women's restroom, with 2 toilets in each. We would probably modify that into one ADA compliant toilet in each and add the required holding tanks. The current toilets just dump onto the tracks.

This would be much more expensive than doing it ourselves, but each car could probably be done in a couple of months as opposed to years. Let us say it costs \$250K per car. If these were restored as first class cars, we could recover that in one year of TOL operation per car. Should be a no-brainer, no?

The problem is that there doesn't seem to be any companies that can provide us with the skilled labor to do this work on the windows and car interiors. We have looked. And looked. There used to be several, but they have all disappeared. We prefer 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. Not just locally, but on the West Coast. If the cars have to be hauled back East to get the work done, it would really become prohibitively expensive, and there would be no way to provide oversight for the work. We might be able to do the HVAC work in Brightside, as our current vendor is willing to come here to work. On a happier note, back in January member Dave Ferguson donated to us a clock that his brother said came from a train station in Utah. The clock was in sad shape, especially the wooden case. I have restored a



Clock mechanism before cleaning.

number of clocks, so I offered to take a run at this one. First, I studied it in its current condition. I determined it was originally made by the Sessions Clock Company in Forestville, Connecticut. Since Sessions changed from making mechanical clocks to electric clocks in 1936, I knew this clock was around 100 years old. Probably from before 1906, as it has a pendulum spring design I can find no documentation for, and they modernized their plant then. I disassembled the clock and the case pretty much fell apart. The wood was extremely dry (like it spent many years in the desert). There was slight evidence of water damage, but nothing significant. What was most interesting was all the horizontal external surfaces had white paint on them. I am sure if you are painting walls in the railroad station, you would not want to move the clock and risk hurting it, so you would paint around it. Clean up paint that showed and leave the rest.

I disassembled and ultrasonically cleaned the mechanism, polished the brass and re-blued the steel parts. I had to buy a new spring, as the old spring had taken a severe set from being wound and not run for many years. I had to repair the spring hook,

and was able to reassemble and wind the clock mechanism. I mounted it to a wall without the housing and proceeded to get the clock to run and keep time. The unusual pendulum spring mentioned earlier took some figuring out, but I eventually got the mechanism into 'beat', which is the tick-tok that will continue on its own until clock is unwound.

I then stripped and repaired the case, regluing as needed, repairing splits and missing wood, and refinished the case. I polished and resoldered the clock face and bezel hinge, and added the missing glass hold-downs. I procured an original Sessions reproduction face and I made a new pendulum rod for the bob (which was not original, nor was the winding key). The hands had been reworked, with new hand pointers added to the old cutoff hands. A common practice to improve readability.

The clock now runs perfectly, keeps time and runs for the 8 days it is supposed to. I will probably replace the clock in the Sunol Depot with this one, as it also needs repair. I actually had a lot of fun doing this project.

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

Continued from Page 1

as well. We hosted our second beer tasting special of the year, which sold out again, and we held an evening run for "Hot August Nights". We took part in a regional event for museums called "Open Door". Operations ran from Niles and our own president presented our plans for the future to the public. Also, two charters of the CW M200 for private parties which I had the pleasure of attending. (I can tell you there is nothing more fun than a run on the railbus with a bunch of people who want to party.) The first was a birthday party for a kid (at heart) who was turning thirty-something with thirty of his friends and family, and the second for a group of Southwestern Airlines employees as a team builder. Both groups took advantage of the Depot Garden for a barbeque and everybody, crew and guests, had a blast.

Of course, it is not always peaches and cream in railroading. For example, in preparing for the Hot August night train, the engine crew found the WP 713 would not engage in either direction. After double and triple checking everything, the decision was made to switch engines for the operation. The riding passengers had no idea there was a problem and the evening went off without further issue. The following day, engineer Tim Flippo sought counsel from our resident locomotive guru Howard Wise as to what may cause the lack of motivation. Howard and Tim discovered that the reverser drum (which is a huge stack of electrical contacts that connect the traction motors to the main generator) was stuck in "neutral". The problem is, there is no neutral. The drum was frozen between forward and reverse. It could not even be manually moved with a huge wrench on the shaft. It seemed like something was broken badly. After several brainstorming sessions with Howard, I decided it couldn't hurt to take



Stephen Barkkarie Photograph

K C Bones in all green paint.



Stephen Barkkarie Photograph

Doug V. loading debris box with dead ties.

apart the switching system that turns the shaft. Finding no evident broken parts, and that the shaft could wiggle a tiny bit in the pinion gear that drives it,



Stephen Barkkarie Photograph

John Link saving Diner windows.

we figured further disassembly was in order since it had to be done anyway to remove the reverser. Eager volunteer Doug Vanderlee stepped up to remove

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

the electric solenoids and air pots that control the movement and he found that the rack shaft was stuck in the housing. Cleaning and spraying with penetrating oil finally loosened the shaft. All the moving parts were polished, lubed and reassembled. We then charged the air system, tricked the engine into running position (thanks Howard for showing me that work around) and tested the reverser. Success, it switched back and forth just like it should. Goes to show, it takes teamwork to make the dream work.

Being it is October already, decorating the train is more than half done and the elves are hot on the heels of the crews hustling to finish up repairs. Bruce Burke is back in action and working hard to wrap up window installation in the WP315. Chris Hauf has finished painting the "K C Bones" pullman green from end to end (something that we've been trying to do for years) and this is the eleventh car he has painted for us. Excellent work. John Link has moved on to refinishing the Southside windows on the SP 10040 Diner. That side of the car takes all the weather, and it has delivered a beating to wood frames, but this will save them. A new hatch for the A/C system is being made. Though not in the TOL this year, the GN 1242 "Hidden Lake" has taken up a new spot on the North Carshop track for repairs to the other side. While the KM 9010 was outdoors for the swap, Howard Wise decide it was a perfect time to put the hood back on the engine bay, and with help from Gerry, Bill Karl, Mason and myself in the Pettibone crane, that unique beauty is whole again.

Elsewhere along the right of way, we have begun receiving recovered ballast from San Jose light rail. We are getting it for the cost of transport and the timing couldn't be better since we need a sizeable amount to finish profile the Eastward build later this month. There will be enough coming to develop tracks



Stephen Barkkarie Photograph
WP 713 reverser drum.

in Niles, continue toward Pleasanton and bulk up the whole canyon. With our full-sized ballast cars, we will lay down rock just like the big boys. This is a great deal if I can find space to store it all.

Another project underway is to clean up and dispose of the old ties removed from the track. To do this we have hooked up with FERMA Greenbox service. They provide roll-off containers for wood waste disposal, including treated wood. They drop off a 40-yard container, we load it, and they dispose of it for a flat rate. Because we don't gather huge piles of ties that have to be loaded into dump trucks and hauled to landfill by a contractor, we keep a cleaner mainline and save money. For years I have dreamt of having a box we can throw dead ties in and call to have it hauled off when it's full. Now it is a reality, and to top it off, we have discovered that it can be loaded with the tie handler if you face the doors toward the track. So, one operator does the work of a crew



Stephen Barkkarie Photograph
Steve Meyers fixing the trap on the SP 2101.

of hand laborers. We were also able to get rid of a huge Eucalyptus tree that fell across Railroad Road. near Bond Street that a tree service, hired by AT&T, cut up and stacked on our side of the road. My attempts to get them to clean it up went unanswered and before it became a fire hazard it had to be removed. Thanks to Mark Whitman loading it with the CAT backhoe (and our MOW crew) we saved the cost of hiring a tree service of our own (\$\$\$).

I could go on for pages telling you tales of triumph and turmoil, but I would much rather show you. All you have to do is volunteer. Come on out to see what we do here. It's easy and it's fun.

Until next time,

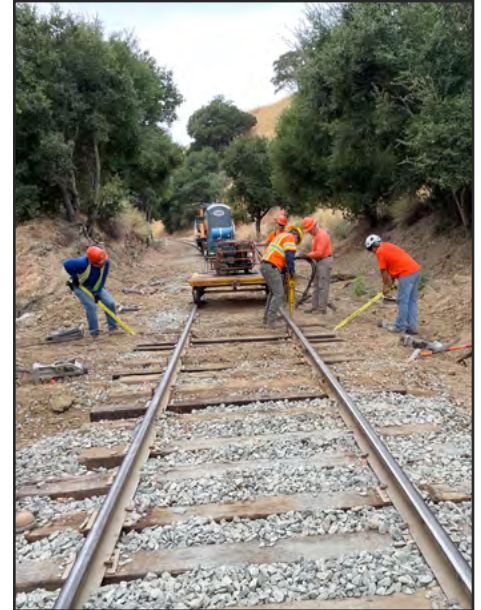
Stephen Barkkarie
General manager

NILES CANYON RAILWAY

First Saturday Track Crew



First Saturday crew worked a section of track that had rotten ties at MP 34.5.



Mike Pechner Photograph
Ballast train awaiting the rail.



Tamping the ballast.

Mike Pechner Photograph



Mike Pechner Photograph
Finished track with dead ties to the right
9 new ties were installed.

The First Saturday of
the month crew meets at
Brightside at 8 am.
Contact Stephen Barkkarie
to volunteer.

Hazmat Report

Doug Debs

SAVE THE DATE! **TOL Commissary Training** **Saturday Nov 11**

Last year, we had a Train of Lights training session for Commissary volunteers. It was well received by new volunteers, and by our seasoned volunteers as a refresher class. Everyone is welcome this year too!

The training session will be Saturday, November 11th at Brightside, starting 10:00am. Training lasts 2-3 hours since team leaders will walk to each car, and talk about each opportunities for commissary volunteers: snackbar car, dome car, parlor car, & All Day Lunch car.

Lunch and homemade gingerbread will be provided for everyone in the training session.

After lunch, we will stock these cars with the items needed for the beginning nights of TOL.

"Beer on the Rails" Train

We set a new record: 168 passengers! (Previous max. was 125.) Many thanks to commissary volunteers who worked fast & efficiently to serve lunches, take beer-tasting coupons, minimize line lengths, and keep everything going smoothly: Donna & Rich Alexander (ticketing, advice, organization), Ed & Linda Best, Mason Denton (traincrew), Gezel & Hollian Frederick, Jack & Bonnie Harrington, John Link, Dan & Sally Mills, Patrice McDonald, Charlene Murrell, Carol Wint, Jacques Verdier, and yours truly. Also Bob Bradley, Jack & Bonnie Harrington, Dan & Sally Mills, & Jacques Verdier for snackbar car & ADL cleaning, prep, & advice.

On Aug 27 the weather was perfect. A very good time was had by all onboard. The train crew led by conductor Warren Haack were great! We had plenty of time to load the train at Sunol. The event generated a healthy profit.

Before the beer train, the Wednesday Warrior crew, led by Tom Crawford, did a wonderful job painting the All Day Lunch car interior (looks great!), and repaired windows & dining tables.

We had a beer-tasting train wrap-up meeting on Sept 17. We identified several improvements for next year, which allows us to increase passenger count to 175. We picked 1st Sunday dates for the first three 2024 beer-tasting trains: May 5, June 2, & Aug 4.

Wine Tasting Train Brainstorming:

We're planning a wine-tasting train for Sunday, April 7, 2024. (The weather then is usually too cool for a beer-tasting train.) Jacques Verdier volunteered to be the event manager!

Our goal is a wine-tasting train fairly similar to our highly successful beer-tasting trains.

We need your ideas how to make this work! The meeting is open to everyone. Meeting date in early October to be chosen soon. I'll announce it on the PLA e-mail "bulletin board".

S.P. 10040 Parlor Car / Diner Refrigeration & Air Conditioning Repairs

Alaska Refrigeration, Air Conditioning, & Heating Company experts Dago Sanchez and Oscar _____ repaired the parlor car (S.P. 10040 diner) air conditioning and kitchen west end refrigerator. It was very difficult work to find and fix all the refrigerant leaks, done during many hot days in July.

In future we will add service loops to A/C compressor chassis connections so it can be rolled out from under the car for service, as intended. This will save time and \$\$ in the future.

The A/C condenser (heat exchanger) is under a roof hatch near the west end of the car. The roof hatch had rusted through. Rainwater damaged the A/C solenoid valve underneath. NCRy volunteer and certified professional welder John Blaine designed a new

outer skin, which is being fabricated. It will be stronger and will last indefinitely.

Harvest Moon Train

I am very sorry I couldn't get this organized in time, and had to cancel. Next year I will delegate better to avoid this! (Getting really sick starting Aug 30th didn't help either.)

Notes from the Hazmat Sheds:

Bob Bradley and I disposed of most of the miscellaneous hazwaste from the 3-door hazmat shed: Old paint, insecticides & herbicides, >50-year-old grease factory-mixed with solvent, fluorescent light bulbs & ballasts, aerosol cans, high-pressure mercury-vapor light bulbs, & small batteries. We use the Alameda County CESQG hazwaste disposal program for small businesses.

Next on the hazmat agenda:

- Trench and lay about 30'-40' of conduit to supply electrical power to Hazmat Sheds #1 & #2.
- Mouse-proof Hazmat Shed #3 (the 3-door shed): Fill gaps under corrugated roofing panel ends with foam-in-place sealant. Replace/cover rusted-out louvered vents & fan openings.

Reminders:

Aerosol cans (paint, WD-40, whatever, used or unuseable) go in the Aerosol Cans collection container in Hazmat Shed #1. Aerosol cans are not allowed in the trash dumpster.

Miscellaneous hazmat goes in Hazmat Shed #3 (the 3-door shed, right side compartment "Miscellaneous Hazmat"). Please label it! We can't dispose of it inexpensively without a label.

Doug Debs

Commissary Mgr.
Hazmat Mgr.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale: **LAST OF its BREED, ADL SP 1975**

The article this month is on a car that has survived all these years where all the other cars that were built of the same class have been disposed of many years ago. This Tale is on the last All Day Lunch car SP 1975 still operating at 109 years old. The car was originally built by Pullman Co. in 1914 as a 60-C-5 which was a 60' coach in 1933 with 72 seats. In 1936, the roof access hatch was installed along with the 9' 9" ice chest which was placed under the center of the South side with the battery box just to its right. Another 7' 6" ice chest was under the far side near the east truck. This was installed along with the 9' 9" ice chest which was to its right. Another 7'6" ice chest was under the far side near the East truck. This was installed as the roof end AC program along with the installing of the six axle trucks on the car and the aisle got brass rods across the windows for protection. The car was equipped with 11 rows of seats for 44 passengers and a newsstand installed. In 1954, those seats were replaced with 34 reclining / swivel chairs. Then the transformation took place in 1959 when six rows of chairs were replaced with six tables.

The car then became All Day Lunch car SP 1975. Although a News Agent Car, the SP 1975 didn't carry All Day Lunch car number. Since All Day Lunch cars held a 10000 series numbers like SP diners. The car ran several trains in the Bay Area and Southern California. The prices at the time weren't that bad at today's standards in the ADL. Coffee 5 cents, hot frankfurter on a roll 30 cents, ice cream cup 10 cents, soft drinks 15 cents and a beer 45 cents. As the picture shows, the ADL car was very popular. It also had seating configurations changes throughout the car's operating years. The final configuration as I see



SP File Photograph

SP 1975 view showing the ice bunkers to the left and AC hatch on roof. This picture shows new Six Axle trucks.



SP File Photograph

The ADL 1975 showing the service window and newsstand. This scene also shows some of the prices at hand. New bars on windows in hallway are shown.

it was 12 seats and 18 dining seats. It was last used in the Bay Area on the Sun Tan special to Santa Cruz, Ca. The car was removed from the SP roster in 1960. Then in July of 1960, the SAP 1975 was acquired by the

California-Nevada Railroad Historical Society, (CNRHS) for \$1014.00. The car was used by the Society to run several excursion trips throughout the Bay Area and California. In 1968, the car was used in an excursion trip

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

over the Santa Fe from Richmond to Riverbank behind a PA and in 1969 behind F units. Then in 1970, the SP 1975 was placed on loan to the Castro Point Railway at Richmond, Ca. by the CNRHS. The car had some roof repair done on it along with some touch up repairs. While at Castro Point, the ADL

Continued on next page



Dexter Day Photograph

Picture of 1975 kitchen area with coffee container, ice chests, sink, stove and service window.



Dexter Day Photograph

Configuration as car is used today. Car is set up for TOL. Hasn't changed much from when it was in service on SP.



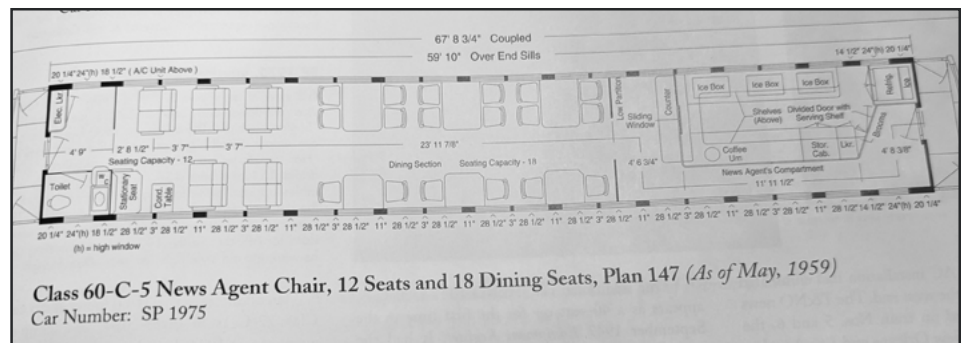
Unknown Photographer

Busy day in the 1975 waiting for their snacks and beer after train departure. You can see lights that are still in car and AC vents in upper walls.



Dexter Day Photograph

The last seat standing of original seats that were in the car. This was the Conductor seat. Notch for the table is on wall.



SP passenger car book Photograph

Configuration of ADL as it was when in operation on SP. The car remained in this configuration for a while with the PLA.



Dexter Day Photograph

Car SP 1975 spotted at Molate Beach on the Castro Point Railway. The car was popular during operations.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Buford (Biff) Shreeve Photograph

Another picture of SP 1975 is shown while it was spotted at Molate Beach on Castro Point Railway.

Continued from previous page

was used during weekends operations. The 1975 was set out the morning of each operation at Molate Beach. With its configuration of large coffee containers and ice bunkers, it was the perfect car for a snack bar car. The car also had both tables and reclining seats which were always in use. The car was also used on special trains that were run on the Castro Point Railway along the water. The 1975 stayed on loan with the PLA until 2014 when Cal-Nevada made a generous donation to the PLA of the SP 1975 and the BOD accepted the donation. While at Niles Canyon Railway, the remaining seats

were removed and were replaced with tables and chairs which made the ADL appear more like a Diner and not an All Day Lunch Car as it was last designed. The only seat left in the car that resembles the seats that were there is the Conductor seat in the rear next to the wall. The ADL remains in use on the TOLs and charters. It is a very popular car. It has the hot chocolate and cider for sale on cold winter nights. Next month I will take a look at the AE 453, which is the Combine. It arrived at the same time as the ADL. With that said, this concludes another tale.

Dexter Day



Dexter Day Photograph

The ADL today as it sits awaiting TOL decorations. The car still carries the paint it had at Castro Point.

Membership Report

Rich Alexander - Membership

New members:

Jeff Haslam has requested voting status. He has met the requirements in the By-Laws. At the next General Meeting a vote will take place in person for those at the meeting and online for those attending online.

The Volunteer Train of Lights order form has been mailed out and you should have received it by now.

Remember that you get 1 ticket for each 30 hours of volunteering up to a maximum of 6. This is based on the hours that you turn in to the Volunteer Hours Coordinator. If you didn't turn your hours in, I have no records showing that you volunteered.

I have received 55 forms back so far for a total of 215 tickets, 83 for Saturday and 132 for Sunday. Over 200 forms were sent out with a total of 596 tickets. I know that I set a deadline of October 15 to return your order forms. I am willing to work with you if there is a problem with that, please contact me if there is a problem.

I have been processing the returned forms as soon as possible and getting the tickets out in the mail. Also, you may have noticed that you are receiving an email notification from FareHarbor about your tickets. I am putting the ticket information into our ticketing site so that I have a manifest which tracks how many tickets have come back and which day they are for. Just before the event you should receive a reminder notice from FareHarbor about the event. Remember to bring your tickets with you for boarding purposes. This is especially important if you give your tickets to family or friends as they will need to show their tickets.

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

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



John Fenstermacher

I am sad to report that we lost another member of our railroad family, John Fenstermacher.

John joined the PLA 11-15-2005 after retiring from Alameda County. He was our landlord from the county. John helped in many ways make the PLA what it is today in the canyon.

After John retired, he became very active in the PLA. When we opened Niles Station he became the Station Agent there after Al McCracken. John continued in this role until health issues limited his participation.

Rich Alexander

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

Our August 31 balance sheet looks good. We have spent some of our cash on repair of the WP#10040 diner's air conditioning system; initial payment toward a new modular train public address system for all 15 TOL cars; and purchase of a new train-line generator for the SP#6719, all major budgeted outlays. We also paid our annual ROW lease to Alameda County and have started the repair of the Steam Shop roof. Still, our cash position and reserves remain very good.

Operating revenue from scheduled runs, charters and our Beer Train was \$36k. Gift Shop and Commissary added another \$4k. Contributions to our various projects were \$8k, including a member donation of \$2,000, and a bequest from the estate of past member Roger Armstrong of \$3,707. We also received a \$500 donation in memory of John Fenstermacher. As a long-time

member he was active in securing our use of this Niles Canyon right-of-way.

Expenses during August were significant – and so far in September, too. In addition to those mentioned above - the diner A/C, the PA system, and the new generator - all our regular maintenance and preparation activities are ongoing for this upcoming Train of Lights season.

We are also preparing for a public relations event this weekend called "Open Doors", where our President will make multiple presentations regarding our plans and progress toward a major railroad museum complex at Niles. His audience will include local, regional and state movers and shakers in California's museum/preservation industry.

We sold our 28T Crane to CTCR,

another non-profit, for their use in loading out all the railroad equipment and materials they are shipping to us over the next two years. At the end of their use of the crane they will donate it back to us. A win-win deal for us.

Now that our budget has been completed and is in the data-input stage, I will begin preparing for the audit for last year. It seems like the last audit was just finished, but it was actually completed last December. Time really flies when you are having fun.

That is all for now. Send any questions you may have to me at treasurer@ncry.org, or call 650-888-8619.

Pat Stratton

Treasurer
treasurer@ncry.org
650-888-8619

Train of Lights 2023

Wow, it's that time of the year again, autumn!! ...football games are being played, Halloween costumes are in the stores, as well as Christmas decorations, (not sure which ones arrived in the stores first), and our sign up lists are available online for everyone to sign up for our Train of Lights.

We are going to be very busy this year since next year it might be fewer nights because of when Thanksgiving falls. PLEASE check your calendar and sign up for multiple nights of Train of Lights assignments to help everyone out this year. People have been signing up already, (and if you want to make sure you get the dates you want to work, sign up soon), but so many more dates have no names in the slots. We need caboose hosts, dome and parlor car captains and hosts, docents, and snack bar captains, cocoa captains, and people to work the snack bar counters. We need parking lot people

at both locations, and food preparers to make food at home and bring before the 4:30 train leaves Niles so our volunteers can eat during the empty train run from Niles to Sunol at 6:00pm each night.

Be a part of this season and you'll want to do it every year because of the fun, and energy generated by being a part of the greatest show in the canyon! Thank you for your volunteer heart!

donna alexander

Many of us can no longer deduct donations to our favorite charities. But there is some Good News! If you have income from a retirement plan, and your IRA, 401(k), or other retirement plan requires that you make "required minimum distributions" (RMD's) that are taxable income to you, you can contribute directly to the PLA from your plan using a Qualified Charitable Distribution (QCD). Your QCD will reduce the taxable amount of RMD on your tax return by the amount of your contribution. Contact your Plan Administrator to initiate a contribution to PLA by QCD. They can be one-off or periodic. If details of the PLA as recipient are needed, contact Treasurer Pat Stratton at treasurer@ncry.org.

If your employer has a matching gift program for donations to charitable organizations, you may be able to double the impact of any contribution you make to PLA. Because conditions and criteria for gift matching vary by employer, check with your HR department for details. If details of the PLA as recipient are needed, contact Treasurer Pat Stratton at treasurer@ncry.org.

Brush Cutting

Mark Whitman

On Tuesday, August 22 Brad Jones and I headed to just east of the Mission Bridge with the bucket truck and started trimming headed east. We were joined later in the day by John Link, Matt Petach and Mike Strider. This brush was chipped on the following Saturday.

On Wednesday, August 23 Steve Barkkarie arranged for a large debris box to be dropped just east of Bond Street to load up all the Eucalyptus tree debris left by others from a storm damaged tree this past January. Brad Jones, Ron Thomas, Steve Knoech, and I spent the day loading the big logs and chipping the small branches into the debris box until it was full. We were able to get almost all of it loaded.

On Thursday, August 24, due to a report from the train crews of branches getting close to the train on the long tangent piece of track east of Brightside, Brad Jones, Ron Thomas, and I started on this project and chipped everything that was cut today.

On Friday, August 25 Brad Jones, Jason Pate, and I returned to the same section of track and completed trimming and chipping this section.

On Saturday, August 26 John Zielinski, Brad Jones, Ron Thomas, and I returned to just east of Mission Bridge and chipped everything cut on Tuesday. We also removed a Willow tree just east of Mile Post 29 opposite the spring in anticipation of uncovering a culvert that has been covered for years.

On Wednesday, September 13, having received a detailed report from Tim Flippo of multiple locations of individual trees that were either too close or rubbing the train in the area west of Brightside, Brad Jones and I took the bucket truck and the chipper and headed west to take care of these locations including one at the very west end of the passing siding in Niles.

Mark Whitman

PLA Invites Railroad Bridge Engineers to Give Quotes on Detailed Inspection of Main Bridge Piers



M. Strider Photograph

L-R: Matt Petach, Steve Hill, Doug Vanderlee, Pat Casey (HDR), Dave Anderson (ARE), and John Link.

On August 22, 2023, PLA hosted professional railroad bridge engineers to take a look at some of the main piers of the three main bridges on our railroad. With the help of the M-200 motorcar, both bridge engineers and a handful of PLA members (also including bridge engineer and PLA member Steve Hill) boarded the M-200 at Brightside and made stops at the three main bridges including Dresser, Farwell and Arroyo. Due to the fact that there was an unusually high concentration of water in the channels (both Alameda Creek and the Arroyo De La Laguna) this past winter, there is concern to inspect certain piers closest to the channel for scour. The piers at Dresser and Farwell from a quick on-site inspection appear to be OK, however, the pier in the channel of the Arroyo bridge may need some underwater

inspection. Bridge engineers from American Railway Engineers (ARE) as well as HDR Engineering (HDR) were on hand to assess what may be needed. This inspection is supplemental to our annual FRA required bridge inspection performed by ARE.

Mike Strider



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Chris Hauf Photograph

Western Pacific #713 rolls one of our weekend train rides westbound into Farwell with a load of passengers on board. We have three weekends more of regular operations before the 2023 regular season draws to a close in October, and we gear up for Train of Lights.