



THE CLUB CAR



Bulletin 724

Pacific Locomotive Association, Inc.

December 2023

Building East Crew Dropping More Ballast



Mike Strider photograph

SP 1195 with loaded ballast car heading west to drop ballast.

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On Saturday, October 21, a small crew of volunteers dropped ballast on the shoulders of our new track between Verona and the Happy Valley Road bridge. Instead of using the small yellow MOW ballast cart that we usually use for placing ballast rock on new track, we got the assistance of the SP 1195 and the CCT 6001 ballast car. The CCT car has about 10 times the capacity as the yellow MOW ballast car and we needed a high volume of rock

dropped in a short period of time. The only drawback is the process of loading the CCT car takes 10 times longer, so there was a long waiting period between drops. Large quantities of ballast are required to provide our standard 12" shoulder with a 2:1 shoulder slope. The right amount of rock must be placed before our Railworks contractor comes in to line and regulate the new track in its final alignment and dressing.

Building East continued on Page 8

OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

NILES CANYON RAILWAY

MEETINGS

REMINDER:

No Member or Board Meetings
in December

Next Meetings will be on
January 12th, 2024
at 5:30 PM

Board of Director's 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

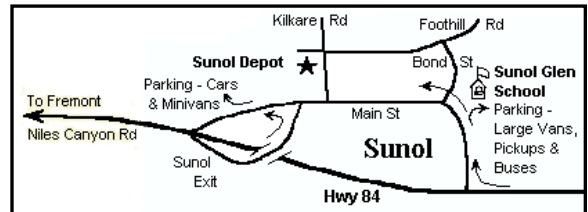
or by check mailed to:
Membership Secretary

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

BOARDING LOCATIONS

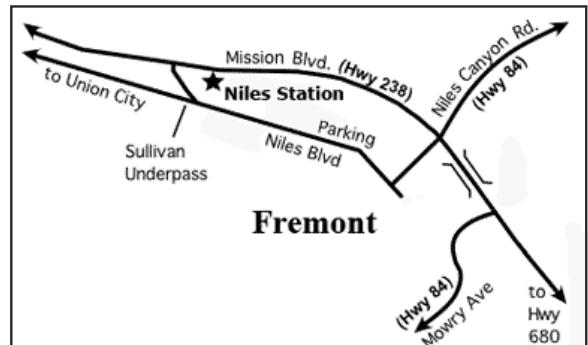
SUNOL DEPOT

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
Membership Secretary	Rich Alexander	(510) 508-0503
Treasurer	Pat Stratton	(650) 888-8619
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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	New Member Orientation - Glenn Fountain
Car Department - Dennis Mann	Operations Manager - Dexter Day
Charter Agent / Docents - Jim Evans	Public Relations - Henry Baum
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Member Communication - Linda Stanley	Train Master - Mark Miller
Museum Curator - Dennis Mann	Volunteer Coordinator - Ed Best
	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 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

*Happy Holidays
from the
Niles Canyon Railway*

Volunteer Report

Charlene Murrell

The people listed below reported over 2,060 volunteer hours for the month of October. Please note: Volunteer hours will be collected at a new email address: volunteer-hours@ncry.org. Volunteer hours should be reported by the 10th of every month to this new email. Train crew hours will continue to be collected directly from the log in sheets.

Administration

Bob Bradley
Chris Hauf
Dexter Day
Don Gholson
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mary Asturias
Pat Stratton
Rich Alexander
Steve Barkkarie

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Bev Patterson
Bob Moore
Bob Pratt
Bruce Burke
Chris Campi
Cynder Niemela

Car Department

Dave Hipple
Dennis Mann
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Donna Alexander
Doug Debs
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Jim McDaniels
Joan Weber
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Matt Petach
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Norm Fraga
Phil Stone
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Rich Alexander
Ron Thomas
Steve Brown
Steve Jones
Steve Meyer
Steve Van Meter
Sue Thomas
Tim Boot

Car Department

Tim Flippo
Tom Crawford

Commissary

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Daniel Mills
Dave Hipple
Donna Alexander
Doug Debs
Jack Harrington
Jacques Verdier
Rob Giles
Sue Thomas

Depot Crew & Operations

Donna Alexander
Rich Alexander

Docent

Jim Stewart
Jim Evans
Stephen Buchner

Electical & Signals

Bent hristensen
Curt Hoppins
Jacques Verdier

Facilities

Bob Bailey
Dave Hipple
Doug Debs
Jacques Verdier
John Zielinski
Steve Jones
Wesley Van Osdol

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Charles Franz
Chris Hauf
Gerald DeWitt
Gerry Feeney

Mechanical

Henry Chandler
Howard Wise
Jeff Haslam
Justin Legg
Karl Swartz
Kent Hedberg
Ron Thomas
Steve Jones

MOW & Track

Adam Weidenbach
Bob Pratt
Brad Jones
Chris Campi
Pat Stratton
Ron tomas
Stephen Knoeck
Steve Meyer
Wesley Van Osdol

Other

Barry Lependorf
Bob Bailey
Bob Pratt
Charlene Murrell

Other

Donna Alexander
Ed Best
Gerald DeWitt
Jim Evans
John Zielinski
Karl Swartz
Matt Petach
Patrice Warren
Stephen Knoeck
Steve Jones
Zonker Harris

Train Crew

Brad Jones
Chris Campi
Gabriel Gleeson
Garon Michaelis
Gerald DeWitt
Jeff Schwab
Liam O'Leary
Mason Denton
Ron Thomas
Stephen Knoeck
Tim Flippo

President's Report

Henry Baum - President

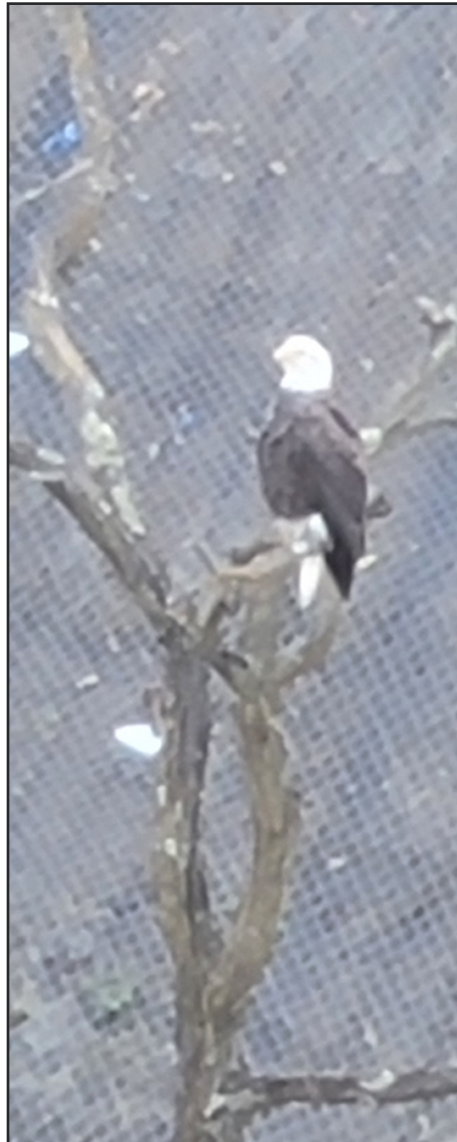
I hope everyone had an amazing Thanksgiving holiday and I want to extend my own personally and also on behalf of the Association our best wishes for a happy and safe Holiday season.

Train of Lights 2023 is in full swing, and we have had some incredible runs already. This year seems to have a lot of first-time families riding, especially on the early season trains. Maybe the more seasoned riders grab the trips closer to Christmas first. We need to have our marketing team figure out how to collect demographics on who is buying what. Oh, wait, we sell out in record time. No reason to worry about who is buying tickets, just that they can buy them.

Last year we identified some problems with the train. Our volunteers hopped on it and found solutions to those problems. Some just took some volunteer hours and supplies we had on hand, and they were fixed. A few required us to bring in outside contractors to perform repairs and upgrades. The entire TOL consist now boasts improved train lines for power and a totally revamped PA system. The All Day Lunch Car and K.C. Bones cars were completely spiffed up. All of the problems identified last year (and a few new ones) were dealt with in time for us to run our TOL test train.

I said last month all we can do is hope we don't have any surprises once TOL begins. Knocking on wood and other superstitious rituals along with prayers to a plethora of deities were performed to preclude problems. Alas, problems appeared. Some are just due to the age of the technology used on our equipment, and some are caused by mixing new with old. But our volunteers jump right on these problems and get them resolved. Keeping this train running through the entire season is our most important goal right now.

I also have noticed a whole lot of new faces volunteering to help out on the trains. And some of these volunteers were born at the end of the last century,



Henry Baum photograph

Brightside visitor - probably waiting to see TOL train all lit up.

and not in the middle. Young volunteers are the future of the organization, as corny as that may sound. And these youngsters may be train enthusiasts from birth, or because their parents are train fans, but the ones who just like to volunteer are dear to my heart. Some find it unusual to work with full size trains instead of scale models, others work with the scale models and also enjoy working with the full-size ones, or want to learn the differences and

similarities between them.

Some volunteers just like being around the trains or being in Niles Canyon. It was the Canyon that brought me to the organization 25 plus years ago. I still marvel at how rural the canyon has remained, being in the heart of a major metropolitan area. This is also what brings so many of our visitors out to see us. Recently, even a bald eagle dropped by to check out the canyon and our Train of Lights.

While many of the on-board spots are slowly filling up, there are still a great many spots for people to help out with parking guidance at Niles and Sunol. Those positions require a fundamental knowledge of how cars go backwards and forward and figuring out how close to each other you can pack them and still get folks out. We make it easier by painting lines on the ground, but not everyone pays attention to them. Parking lot volunteers have to sometimes assist in guiding some drivers to park efficiently. Good opportunity to practice your Zen. Maybe write a book about Zen and the art of automobile parking. Parking is also a position with a split schedule, so only 3.5 to 5 hours are required.

Our web page has a direct link to get you to TOL volunteering but you may prefer to treasure hunt our website and find the thousands of interesting items we have there to intrigue you. Then go and sign up for as many nights as you can, and as many jobs as you feel like trying out. Caboose and car hosts are the easiest jobs we have going, and there are a lot of nights still needing volunteers. I will be signing up for a number of nights. Will you?

As always, if you would like to discuss 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

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership

It is with a sad heart that I have to report the Jim McDaniel passed away on Monday November 6th. Like many of you who knew Jim, he was very active right up until the end. He was out just last week helping with decorations. Jim had been the Parlor Car Captain for several years. He had to cut back last year because of health issues but that still didn't stop him from coming out when he could. He will surely be missed by all who had the pleasure of knowing him.

New Members: (6)

Peter Barnes; Tim Diaz; Kathleen Mockus; Matthew Mockus; Jeff Mockus; Katie Rothe.

Volunteer Only members added for TOL: (56)

Karrey Benbow; Roy Benbow; Amanda Best; David Best; Madeline Briar; Crystal Campisi; Alyssa Cantz; May Chevallier; Julie Christensen; Bruce Compton; Connie DeGrange; Cheryl Dougherty; Al Cucharme; Julie Elfin; Betty Ellis; Jim Ellis; Kathy Ellis; Gail Farwell; Joan Francis; Pat Fry; Crisand Giles; Melinda Gross; Rick Gross; Megan Harcourt; Cathy Harrington; Steve Harrington; Janet Hathaway; Sam Hutchins; Sandy Hutchins; Derek Johnson; Cari Lependorf; Lydia McCloskey; Pat Oakman; Susan Osborne; Darrell Owens; Ron Page; Mary Perez; Frankie Ross; Tim Rumbolz; Teresa Schmidt.

We have added those who only volunteer and are not official members of the PLA. The question arose about

those who volunteer do they get credit for the volunteer train each year. The decision was made to create a category for those who volunteer. Also, they will get a reminder notice each year to renew their volunteer status and have to check the liability release box on the renewal form.

The Volunteer Train this year had a great turnout. We have 56 volunteers that are not officially members of the PLA volunteering during the TOL. This is a great turn out of volunteers and some of those volunteers may decide to become regular members.

This time of the year many members come up for renewing. Watch your email or snail mail for notices. For those of you who are Life Members you will also receive a notice. If you are a Life Member and have family members associated with your membership the renewal may include you also. If this is the case, please deduct your dues amount from your membership when paying. If you have questions, please contact me at membership@ncry.org or at 510-508-0503. The issue lays with Club Express in the way they handle multiple types of membership in a family. I have talked to them and have been told that is the way it is. Changing it is too difficult.

Some change as to how we will power the train will be taking place. We will be operating two generators this year to prevent overloading the train electrical circuits. If you have not started or shut down the generators, ask to be shown

before you do anything. I am more than happy to train you in this procedure.

During one of the walks around, it was noticed that a big cable was hanging down under a car. Upon inspection it was discovered that it was an AC power cable. The tie wraps had broken, as a result of this about twenty tie up places had to be repaired. They have now been replaced with hard metal pipe clamps. As a reminder when getting the train ready to roll out of the yard look under the cars for anything that may be hanging down or looks out of place.

Rich Alexander

Membership Secretary



Commissary Department TOL Hot Chocolate Supplies



Commissary Dept. buys TOL supplies in bulk to save time and \$\$\$. Here is our annual order for hot cocoa powder, plus some spiced apple cider hiding underneath.



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

The other night aboard the Train of Lights for the first public run, while touring the crowds in uniform, I was approached by a man with a grandfatherly appearance who proclaimed to me that "this is better than any amusement park ride". He thanked me with a broad smile and returned to what appeared to be three generations of family merrily chatting and marveling at the train's lights rounding a curve. That brief encounter brought to mind a childhood memory of anxiously waiting in line to board a replica bobsled and hurtle around a scale model of the famous Swiss Matterhorn. I remember the people working on the ride ushering people into their respective cars wearing lederhosen (not something you see every day in Southern California) and until that moment it never dawned on me that those same folks might be the ones who grease the wheels on the sled, or make sure the bolts on the track are tight, or might be the person who checks that the abominable snowman's eyes light up when it pops out just as you careen past. Now that I am one who does the dirty jobs to make sure things go right for the people who come out for a magical experience, then dons a uniform (thankfully NOT a pair of leather shorts and knee sox) to help them on board, I now understand how those workers at "the happiest place on earth" really seemed happy. This must be why our volunteers give so much of their time and work so hard for so many months. It takes one heart-warming moment like that to make all the hours of toil worthwhile.

Now it seems a good time to recant the things that go on behind the scenes to make everything ready for this busy season. As always, we inspect the track itself and because of our constant upkeep there are only small fixes to attend to. Also, the locomotive power undergoes a required annual inspection and this year we only had a couple minor

fixes like the oscillating headlight on the SP 5623 and an automatic drain valve on the SP 5472. We hire a professional locomotive mechanic for this to ensure our equipment is up to the job. (Thanks go out to Matt Munson for fitting us into his busy schedule.) There is an annual inspection of our signals system which we passed because of the hard work of Curt Hoppins and the rest of his crew. The FRA found a couple of insulating end plates that need replacement and some trees that obscured one of our warning lights (which were promptly dealt with), and that is about it. Inspections for the bridges gets done in Fall and this November we had a further extra inspection done because of high water-flow last rainy season. It is important to document the conditions before this Winter. Our local sheriffs came out to survey the right of way for illegal encampments that might compromise the security of the train. It is a growing problem because of the rural environment in the canyon. We used our infamous CW M-200 Railbus for the tour and found no encroachments. The department also makes sure they send officers out to our Sunol station for the evening runs. We appreciate their presence, and our thanks go out to Alameda County Sheriff Sargent Petrini for his continued support. We had MOW set up the switchback maze at Sunol and clean the station, so it looks great. Our crack parking lot team in Niles repainted lines in the lot, refreshed signage, repaired platform lights that had been attacked by wire thieves, upgraded the crossing where the caboose loading takes place and installed the temporary sanitary facilities.

For this year's train, our Board approved the investment in a professional public address system to replace our old hodge-podge. It sounds excellent and really improves the rider's experience. We of course had the carpets cleaned

and seats steam cleaned. Several seats in the "Parlor" car were re-upholstered and the refrigeration and A/C system repaired. We paid attention to passages between cars that let in rain last year and put temporary covers on diaphragms that are worn out or non-existent. You may have read that the open car "K.C. Bones", in addition to an awesome paint job, received tin roofs to replace the old tarp tops. I rode in the car during a rainstorm on the second night of operations and the new tin roof keeps the rain outside of the car and is much quieter. You can sit on the seats and the rain stays outside the handrails. Interestingly, the shiny finish on the seats makes them look wet even when dry and I watched many people feel the benches to make sure. This sets a new standard for our open cars; the trick will be to make them all "as dry as the Bones".

Elsewhere on the railway, we used our CCT ballast hopper to place 400 tons of rock on the new track from Happy Valley Bridge all the way back to the Verona Station switch. That makes us ready for the Railworks crews to bring in their big tamper liner to profile and finish that section. (looks like that work will get done in the Spring). We donated a bunch of our excess asphalt grindings from Niles to our neighbors at Farwell ranch to help them repair road damage from last year. We are happy to support our friends and generous donors and it helps us by lightening our surplus material stockpile.

At this point I will end this report with an invitation to you to log on to our website and sign up to volunteer to help us pull off our big fundraiser. It is not too late to lend a hand, or both hands if you prefer. As always you can find me at the railway. Come on out for a visit

Stephen Barkkarie.
General Manager

Bridge Inspection at Arroyo Goes Underwater

Last winter the Niles Canyon Railway (NCRY) experienced high velocity water flows in both Alameda Creek and the Arroyo De La Laguna. We have bridges over both streams. After safety concerns that came up regarding the possibility of scour on various bridge piers, a special site visit with three bridge engineers was held earlier this year to determine if further inspection was required. After the site visit to our three main bridges, it was determined that the east most full pier of the Arroyo De La Laguna Bridge east of Sunol needed to have supplemental inspection under water. With the recommendation to perform the underwater inspection, PLA hired Underwater Resources of San Leandro to perform the needed inspection where Pier No.5 is partially submerged within the channel. Three crew members of the underwater team met Mike Strider at Bond Street in Sunol and proceeded east to the Arroyo Bridge using our maintenance-of-way service road to the Arroyo Bridge. The crew set up a safety and check station at the west end of the bridge where air pumps and monitoring took place during the underwater inspection. The crew ran an approximately 450-ft life line along the deck of the bridge to feed to the underwater diver. Near the pier, the line dropped to the ground where the diver had enough slack to safely move around the areas of the pier to be inspected. After discussion with the crew supervisor Shawn Morrison, there were about four internal square pilings that were exposed due to scour from the channel current. The pilings, which are part of a cluster of structural pilings that support the pier, appear to be solid. Our next step will be to get the bridge engineer's opinion on filling up the water void to protect the exposed pilings and place needed erosion protection around the pier.

Mike Strider



Mike Strider photograph

Diver Mathew Jones wading out to the pier.



Mike Strider photograph

Cory Skinner handing down equipment from the deck of the Arroyo Bridge for the dive.



Mike Strider photograph

Diver Mathew Jones underwater inspecting pier.



Mike Strider photograph

Job foreman Shawn Morrison at temporary command center at west end of Arroyo Bridge.

NILES CANYON RAILWAY

Building East

Mike Strider - Chief Engineer

Continued from Page 1

As it stands now, we are planning on this March for the alignment work. Volunteers included engineer Ron Thomas and conductor Chris Campi, Steve Barkkarie on the CAT backhoe, and ground crew Doug Vanderlee and Mike Strider.

Mike Strider



Chris Campi photograph

Mike Strider and Doug Vanderlee waiting inside the cab of the SP 1195 for the loading of the ballast.



Chris Campi photograph

SP 1195 and CCT 6001 waiting for loading.



Chris Campi photograph

Above and below: Steve Barkkarie loading CCT 6001.



Treasurer's Report

Pat Stratton - Treasurer

Our Balance Sheet has changed very little recently but will take a leap forward around Thanksgiving as we begin running our main annual fundraising effort, the holiday Train of Lights. Thank you in advance to all volunteers who participate in this holiday train operation that is so enjoyed by all who attend, and which provides two-thirds of our funding for the year.

During October we earned revenue of \$55k from regular operations and donations; and we used \$75k of it on various projects underway including the new integrated PA system for the entire TOL train; building up inventory for our Gift Shop and commissary ahead of TOL; and an underwater inspection at Arroyo de la Laguna Bridge to determine if any remediation is needed to prevent scouring during the rainy season. Membership extensions for 2024 are flooding in, will continue into the new year.

We received donations of \$4,243 in October. Jackie & Ken Baker and Bruce & Karen Jackson each sent donations in memory of John Fenstermacher; and James Marklinger sent a donation in memory of Jim Noble. Farwell Properties donated \$1,000 to the General Fund. More recently, donations of \$800, \$1,000, \$2,000, \$5,000, and many for \$100 were also received and directed to the designated funds. Thank you for your support!

Regarding costs coming up: We have ordered the equipment for an upgrade and expansion to the car shop compressed air system; the equipment has been delivered and is awaiting installation. We will pay for another batch of staybolts from our boiler restoration contractor. And there are many smaller but significant bills arriving for various aspects of our preparation of the train for the TOL.

The financial audit has begun. The ball is in my court – I better get a move

on. It will continue into December.

That is what is going on now. If you have questions or comments send them via email to treasurer@ncry.org.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

Our first night of public rides for our Train of Lights

Friday, November 17th was our first night of public rides for our Train of Lights, and I was driving from our Niles/Fremont Station after the 4:30 train left to the Sunol Depot to get ready for the 7:30 train. I happened to arrive at the Farwell Bridge at the same time the train was crossing over it. What an amazing sight!! Red, green, blue, purple, yellow....The lights were bright and energetic. Hooray for LED lights!! At that moment I was so proud to be a part of this wonderful organization and be able to work on this train for so many people to enjoy. We are a fantastic group of volunteers who put together this 16 car train each year and work so many nights in November and December to give this amazing train to the public. And they really appreciate it and are amazed that we are all volunteers. I have heard thank you comments from so many people either on the phone, in emails, or in person. So if you are a part of this wonderful ride, thank you, thank you from the public!

Many of us are getting up in age and thank goodness we have some young ones coming along to help us seasoned members with the jobs needed for doing this each year. If you haven't had the chance to be a part of this year's ToL, it's not too late. We still need some dome and parlor car hosts, as well as some snack bar helpers and parking lot helpers. I'm sure that once you do it you'll want to sign up for more nights. I've sent out emails requesting volunteers for upcoming dates that still need people and I've heard from some of our very new volunteers that they just did their first night of volunteering and they enjoyed it so much they will be signing up for more open spots. So please check online and see if you can be a part of this fantastic light show. You won't be sorry that you did. And Santa will definitely put you on his Nice List. Here's what you do to sign up:

Go to ncry.org.

Click on **Members' Website** under **About**. You do not need to log in.

Click on **Volunteer Opportunities** under **Volunteer**. You'll see the volunteer spots.

When you see somewhere you want to sign up, click on **Volunteer Yourself** by the **green hand**.

Choose which date you want to volunteer, and check the box on that date, and put in your name, email address, and phone number.

Scroll to the bottom and click **Next**.

Check the dates you signed up for, and click **Finish**.

If you don't click Finish, your sign up won't be saved.

Thank you for your volunteer heart!

donna alexander

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

THE ANTIQUE CAR THAT HAS SEEN IT ALL - SP1949

This month's tale will be looking at a dinosaur as it goes when it comes to railroad passenger cars that are still in operation and still can pass all requirements by regulations to qualify to stay in operating service. That car would be the SP 1949. When you look at the car today, it is hard to believe that the car is over a hundred years old, in fact it is 112 years old. The SP 1949 was part of the first full order of Harriman Lines Common Standard Wide Window coaches by the Southern Pacific Railroad which was built by the Pullman Company. At that time, the going price for a Harriman Coach was \$12,161.000.

These cars were built between 1906 and 1924. The 556 60' steel coaches were built without air condition. These cars served for many years, until obsolescence and redundancy eventually thinned their ranks. These were well built cars and some remained in operational service until 1968. The Southern Pacific 1968 equipment register was the last to show any 60' cars still operating. The SP 1949 was one of the eight coaches that showed on the list. While in service, the SP 1949 was part of the 72 seat non-air condition cars assigned to San Francisco to San Jose commute service. When SP 1949 was retired from regular service on the Southern Pacific. After providing service for all those years, the car was bought and went to the McCloud River Railroad. For the next few years, the car remained in storage and was never used nor was it re-lettered. Then in February 1970, the car was acquired by the PLA. After arriving at the Castro Point Railroad the car went through a complete rehab since it was in need of repairs and a new paint job inside and out. The car was returned back to its



Dexter Day photograph

The SP 1949, the last of its class to be surviving. The car is 112 years old. Doesn't show its age.



Dexter Day photograph

The SP 1949 interior with its intercity high back seats.



Dexter Day photograph

SP 1949 interior as it looks today with a little Christmas cheer thrown in.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



The SP 1949 was once in this paint.

Pullman Green exterior color and the interior a light color. The seats were in pretty good shape since they were a leather-like material used by the Southern Pacific. The car operated on the Castro Point Railroad until the

Continued on next page



Dexter Day photograph

Toilet area of SP 1949 has one of two toilets in the car that operates. Not in use.



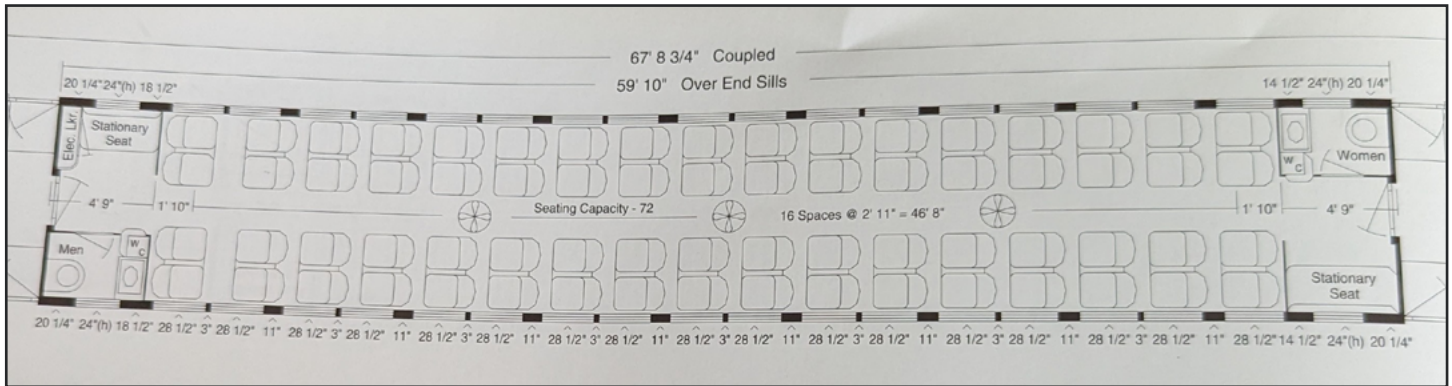
Warren Benner photograph

SP 1949 in early decor for the very early TOL, like one of the first ones.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



SP car book photograph

The interior set up for SP 1949 as delivered.

Continued from previous page

lease was up and then the car went into storage at Oakland Terminal Railroad. The car stayed at the OTR until it was moved to the Niles Canyon Railway where it was the first coach to operate on the new railroad. When the First TOL was introduced for the members to enjoy, the SP1949 was the first coach to operate in that event. It hasn't missed a TOL since the first one.

Over the years, the car has got a new paint job and new interior paint along

with new leather high back seats which were used on intercity trains and were reupholstered with new material that resembles the original seats. We do not have enough high back seats for the complete car so we still had some original S.P. low back seats which were used on the commutes. Over all, the interior of the SP 1949 looks good and will last a long time. The one original restroom is still intact with the original metal wash basin. This is the orphan of its class, the last of its breed. Where

ever you place it, you won't find another one. The car has in the past five years gotten a new sealed roof. It is going to be getting a new paint job sometime within the next two years. Next time you see the 1949 on the train, take a seat and enjoy a ride in a car that is 112 years old.

With that said, another tale comes to a close.

Dexter Day
Operations Manager



SP1949 coach in a train at Sunol on NCRY. Car is in original condition.

NILES CANYON RAILWAY

Season of Giving Campaign for SP 1744

'Tis the season! As 2023 draws to a close, our volunteer restoration crew has a lot to be thankful for:

- The drive wheels have been completely rebuilt and new tires have been installed.
- The main axle boxes are nearing completion.
- Much of the frame and spring rigging repair work has been completed.

For 2024, we plan on making a lot more progress. Upcoming projects include:

- Rebuilding the locomotive's pilot truck.
- Re-installing the drive wheels under the locomotive.
- Completion of the new firebox, with the installation of nearly 1400 staybolts.

In 2023, we raised over \$68,000 towards the restoration (thanks to your support and a generous grant from the Emery Rail Heritage Trust). In the spirit of giving, we ask for your continued support to reach our stretched goal of \$125,000, so that we may continue our progress to bring SP 1744 back to life.

Your donations will help us make steady progress toward completing this historic restoration project. To donate, learn more, or see our progress, visit the URL below, scan the QR code, or visit ncry.org.

To help us, please visit:

<https://ncry.org/donate/#sp1744>



Please accept this donation to the SP 1744 fund in the following amount:

- ☐ \$ 50: One rigid Staybolt
☐ \$130: Flexible Staybolt Assembly
☐ \$250: Five Rigid Staybolts
☐ \$550: Five Flexible Staybolts
☐ \$ ---: Other Amount

Make checks payable to:

Pacific Locomotive Association
P.O. Box 515
Sunol, CA 94586

Pacific Locomotive Association is a 501(c)(3) nonprofit organization dedicated to preserving California's rich railroad history. The PLA operates the Niles Canyon Railway Museum for the educational benefit of the public.

NILES CANYON RAILWAY



SP 1744 Running Light in 1958.

John West photograph



Volunteers position a new tire for installation on one of the locomotives 6 driving wheel centers.



Volunteer welder John Blaine welds a spring pack back together after repairs.



Drive Wheels, complete with new tires and new paint, ready for reinstallation.

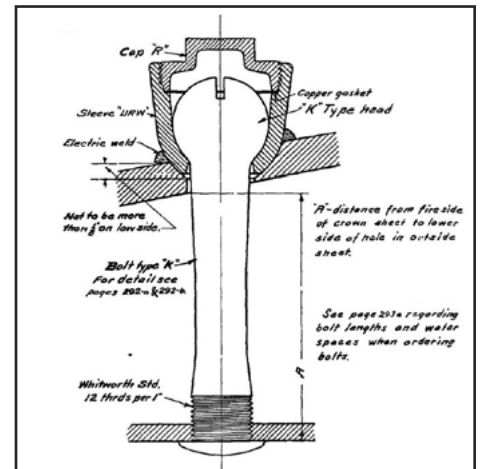


Illustration showing an installed Flexible Staybolt (the 1744 has over 500 of these alone). Shows the amount of work required for installation; note the welding of the sleeve, threads on the firebox end, and the "bead" inside of the firebox, formed by special pneumatic tooling.



Volunteer machinist Art Randall makes repairs to a spring pack.



Newly machined Flexible Staybolts, ready for installation, funded in part by our generous donors.



Newly machined Flexible Staybolt Caps, ready for installation.

2023 “Season of Giving” Fundraiser for 1744

‘Tis the Season

How quickly time flies! We find ourselves in the midst of yet another Sold Out Train of Lights season, having concluded what feels like the first “normal” year in a long time. Thanks to our tireless volunteer efforts, we’ve continued to run both steam and diesel trains, with many being sold out during the year; we’ve resumed our popular Beer Trains, we’ve hosted a variety of special events, including charters, M-200 runs, and Speeder Runs, made continued progress in our efforts to build East, and have continued to make steady progress on our many restoration projects. As with last year, we’d like to continue to highlight the Southern Pacific #1744 restoration.

This Southern Pacific #1744 project continues to be a priority for the organization as it gives us a period appropriate, regionally appropriate, and operationally appropriate locomotive for future steam operations in Niles Canyon. The SP 1744 will be one of the few locomotives operating on its original railway, with that railway’s original equipment, on a regular basis. It will also help ease the burden on our volunteers of prepping articulated locomotives for service. Although the mallets are fascinating and historic in their own rights, they require twice the amount of prep work and maintenance on account of their second engine units. General history of the SP #1744 can be found on Niles Canyon Railway’s website. You can also find an ongoing video documentary of the locomotive restoration on TSG Multimedia’s Youtube channel - be sure to watch them as they are extremely well done and informative, and highlight the progress of the restoration to date (many thanks to TSG for their help with these videos).

Throughout 2023, our volunteers have

continued to make steady progress on the restoration, thanks to the generosity of our donors. That work included:

- Installation of all new tires for the drive wheels (tires funded by a generous donation from the Candelaria Fund)
- Painting of the drive wheels by our volunteers
- Continued repairs to the driving boxes by our contractor
- Fabrication of all staybolts for the boiler, including flexible caps and sleeves (partially funded by our generous donors and the Emery Rail Heritage Trust)
- Finishing pad welding and repairs to the furnace bearing surfaces on the frame
- Rebuilding of spring rigging equalizer packs
- Continued cleaning, priming, and painting of the frame

Going into 2024, we will start to see some major visible progress as our volunteer crew will start re-assembly of the running gear, with the re-installation of the drivers and rebuilding of the pilot truck. We will also see the next critical phase of the boiler repairs - the installation of the newly fabricated Staybolts. This is where we’ll need your help for this coming year.

In the December 2023 Club Car, we discussed what staybolts are and how they contain the immense boiler pressure between the flat surfaces of the firebox. The installation of staybolts is a time-consuming and labor-intensive process with each one taking several hours to install (if you have more interest, search for steam locomotive staybolt installation on Youtube to see the process). The installation process can be summed up roughly as follows:

- The holes in the firebox and boiler wrapper are reamed to be precisely aligned.
- A specialized “staybolt tap” is run

through the holes, which cuts threads to match the threads machined on the staybolts themselves

- The staybolt is then threaded all the way through, securing the outer sheet to the inside sheet
- The excess threads are cut-off, and the ends are peened over with a large air hammer to make a rounded end which seals the end of the bolt to the sheet.

Considering the SP #1744 has over 1400 staybolts - this adds up to a HUGE amount of time and labor. In addition, the SP #1744 has over 700 flexible staybolts that require additional work, as each one has a sleeve that needs to be welded to the exterior of the boiler shell.

So while there is plenty of work to be done, we need funding to get it done - That is where you come in! Last year the PLA raised over \$68,000 for the SP #1744 project, thanks in part to a generous grant by the Emery Rail Heritage Trust and a generous gift by the Farwell Family. This year we want to keep the donations coming so the restoration work can continue.

The Pacific Locomotive Association and their hard working volunteers would like to ask for your support to continue with the boiler work and help us install those 1400 staybolts. Enclosed in this issue of the Club Car is a fundraising flyer with an option to either donate on-line or via mail (flyer was graciously designed by our friends at Gossamer Admin & Design). Any amount is appreciated. Your continued support will help us bring this historic locomotive back to life and preserve steam railroading for future generations.

Respectfully,

The Pacific Locomotive Association

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

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Curt Hoppins photograph

Signal crew finishing up Verona crossing signal inspections. Left to right, Bent Christensen, Steve Knoeck, Joe Romani, Jacques Verdier, Jim Stewart, Tim Flippo, Matthew Cavanaugh and John Cavanaugh.