



THE CLUB CAR



Bulletin 725

Pacific Locomotive Association, Inc.

January 2024

Central Compression Air System Upgrade



John Zielinski photograph

Overall view of entire compressor shed.

Last summer a request was made to increase the capacity of the central compressed air system at Brightside. At that time, there was only one working, 10hp compressor. Some of the equipment in use by the #2479

contractors required more air than this one machine could provide. We approached the local Ingersoll-Rand distributor for a quotation to purchase a second compressor, identical to the one purchased from them in 2018. In addition to the compressor, this project would include a controller to allow the two compressors to work in harmony, a filter which removes any particles either ingested by the compressor or created in the compressor, a refrigerant dryer to remove moisture from the air, a system pressure regulator, and a water/oil separator.

The new items function as follows. The controller uses inputs from the two pressure switches to select which of the two compressors functions as

the lead compressor and which is the backup. Each time the compressors catch up and both shut down, the controller interchanges the positions of the two compressors for the next cycle. This evens out the number of hours that each compressor runs. The filter is a requirement to protect the interior of the refrigerant dryer, but also protects anything else downstream. A point of use filter is still recommended for critical applications because our piping system creates plenty of rust particles due to its age. The dryer condenses moisture from the air stream and disposes of it properly before air is delivered to the pipeline. There should no longer be any condensation in the pipelines as the

Compressed Air continued on Page 8

IN THIS ISSUE

- 4 President's Report
- 5 Membership Report
- 6 Along the Right of Way
- 10 Tales of the Past
- 14 TOL Santa Photos

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

JANUARY 12
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

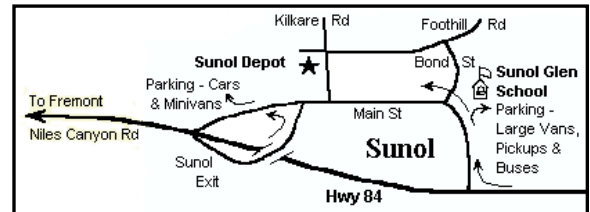
or by check mailed to:
Membership Secretary

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

BOARDING LOCATIONS

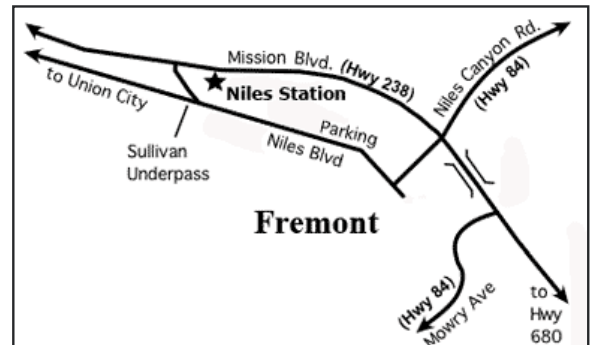
SUNOL DEPOT

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
Membership Secretary	Rich Alexander	(510) 508-0503
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	New Member Orientation - Glenn Fountain
Car Department - Dennis Mann	Operations Manager - Dexter Day
Charter Agent / Docents - Jim Evans	Public Relations - Henry Baum
Chief Engineer - Mike Strider	Road Foreman of Engines - Kent Hedberg
Club Car Editor - Barry Lependorf	Security Department - Jim Evans
Commissary - Doug Debs	Signal Department - Curt Hoppins
Crew Caller - Jackie Vlasak	Station Agent - Sunol - Donna Alexander
Gift Shop - Patrice McDonald	Steam Department Head - Alan Siegwarth
Hazmat Manager - Doug Debs	Steam Hosteler Training - Jeff Schwab
Marketing Manager - Chris Hauf	Technology - Matt Petach
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.

Items in this publication are Copyright © 2024, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source.

Views expressed herein are those of the author unless specifically noted by the editor as official policy.

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

NILES CANYON RAILWAY

JANUARY ACTIVITIES

HAPPY NEW YEAR

Volunteer Report

Charlene Murrell

The people listed below reported over 4,932 volunteer hours for the month of November. 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
Bob Pratt
Chris Hauf
Curt Hoppins
Don Gholson
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mark Miller
Mary Asturias
Pat Stratton
Rich Alexander
Steve Barkkarie

Archives & Library

Brian Hitchcock

Car Department

Bob Bailey
Bruce Burke
Chris Hauf
Dennis Mann
Doug Debs
Garon Michaelis
Gerald DeWitt
Louis Bradas
Mike Pechner
Peter Bradas

Docent

Rich Alexander
Jim Evans
Stephen Buckner
Zonker Harris
Ron Thomas

Electrical & Signals

Bruce Burke
Curt Hoppins

Facilities

Bob Bailey
Doug Debs
John Zielinski
Linda Stanley
Steve Jones
Wesley Van Osdol

Gift Shop

Charlene Murrell
Patrice McDonald
Sue Thomas
Cynder Niemela

Mechanical

Charles Franz
Gerry Feeney
Henry Chandler
Howard Wise
Jeff Haslam
Justin Legg
Linda Stanley
Steve Jones

Mow & Track

Adam Weidenbach
Bob Bailey
Bob Gilbert
Bob Pratt
Chris Hamilton
Doug Vanderlee
Greg Gleeson
Jordan Hamilton
Matt Petach
Mike Strider
Pat Stratton
Ron Thomas
Stephan Knoeck
Steve Barkkarie
Steve Meyer
Wesley Van Osdol

Other

Barry Lependorf
Bob Bailey
Bob Gilbert
Bob Pratt
Ceal Craig
Charlene Murrell
Dalip Bahati
Dan Mills
Dexter Day
Ed Best
Gerald DeWitt
Harold Briar
Jack Harrington
Jim Evans
Joan Weber
Linda Stanley
Madaline Briar
Mark Miller
Mark Whitman
Matt Petach
Patrice Warren
Paul Davidson
Rebecca Shaffer
Sally Mills
Steve Jones
Steve Miller
Tim Flippo
Wayne Stoddard
Zonker Harris

Train of Lights

Alex Clayson
Alyssa Cantz
Barbara Underwood
Benita Harper
Betty Ellis
Bev Patterson
Bob Pratt
Bonnie Harrington
Brenda DuCharme
Bruce Burke

Train of Lights

Bruce Compton
Cathy Harrington
Cheryl Dougherty
Chris Alexander
Chris Herbert
Connie DeGrange
Crystal Campisi
Cynder Niemela
Dan Mills
Dan Thomas
Dave Hipple
David Derki
Dexter Day
Donna Alexander
Donna Schroder
Doug Debs
Elizabeth Casey
Garrett Farwell
Gilbert Sacramento
Greg Ellis
Greg Gleeson
Greg Hebert
Greg Hebert
Jack Harrington
Jacques Verdier
Janna Hathaway
Jeanne Digel
Jeff Mockus
Jim Ellis
Joan Francis
Joannie Butler
Joe Romani
John Link
Julie Christensen
Karrey Benbow
Kathy Ellis
Kathy Hebert
Katie Roth
Kylie Montgomery
Laura Bajuk

Train of Lights

Lauren Fuller
Liam O'Leary
Linda Best
Marshall Williams
Mary Perez
Mathew Clayton
Nick Zamora
Pat Buder
Pat Fry
Pat Oakman
Patrick Buder
Paul Davison
Peter Midnight
Phil Montgomery
Phil Stone
Ray Crist
Rich Alexander
Richard Smith
Robert Giles
Ron Thomas
Ryan Dong
Sally Mills
Stephan Buchner
Stephan Knoeck
Stephanie Rubasky
Stephen Ferrer
Steve Brown
Steve Buchner
Steve Harrington
Sue Thomas
Susan Wood
Teresa Schmidt
Theresa Pena
Tim Flippo
Tim Rombotz
Tom Crowdord
Tony Fillipi
Walter Spector
Wesley Van Osdol
Zonker Harris

Train Crew

Adam Weidenbach
Albert Ou
Bob Pratt
Bob Pratt
Brad Jones
Brad Jones
Curt Hoppins
Dave Burla
David Bowman
Dennis Mann
Dylan Olson
Ed Best
Eric Wright
Gabriel Gleeson
Garon Michaelis
Gerald DeWitt
Jackie Vlasak
Jason Pate
Jim Stewart
Jon Williamson
Jorg Linke
Justin Legg
Liam O'Leary
Logan Rubasky
Mark Miller
Mason Denton
Michael Stockwell
Nick Alexander
Pat Stratton
Perter Savoy
Raymond Swift
Ron Quilici
Ron Thomas
Salli Lundgren
Sanjay Bhandari
Sarah Fritz
Stephen Barkkarie
Steve Knoeck
Tim Flippo
Warren Haack

President's Report

Henry Baum - President

I hope everyone had an amazing holiday and is ready for the new year, which is 2024. I don't write checks anymore, so the year is less important to keep track of for me.

Train of Lights 2023 will have finished for the year, and undecorating will begin immediately. This year the passengers have all expressed thanks for what we do as volunteers, and can't begin to make us understand how much our efforts are appreciated. Believe me, we get it. Working the train and seeing the smiles on everyone's faces is quite the reward.

We still had trouble sometimes getting people to sign up for all the possible opportunities that are out there. We have had some people sign up and then change their minds or get sick or just forget. We count on our volunteers to adapt to new challenges and fill in where necessary, doing 2 or 3 jobs simultaneously. Or at least sequentially.

I know I said 3 ½ years ago that that was going to be my last term but then when that term was ending the delicate Santa Clara deal was being discussed, and I didn't want the horse to have to be changed in midstream on that, so I agreed to do one more term as President of the Pacific Locomotive Association. And that term ends in June.

I have family concerns that need to be dealt with and I do want to be able to be heavily involved in the Niles Canyon Railway Museum project so I will be expanding my time and efforts on those items and leave it to someone else to be president of the organization.

What does the president do? According to our bylaws he runs the organization: he chairs the board of directors meetings, he runs the membership meetings, he appoints committees, he's the member of all committees and he's assisted by the vice president who fills in for him if the president is unavailable.

Just go to the members website and look at the bylaws. It's quite definitely spelled out in there what the duties of

the president are. What isn't spelled out is how the president does those things. It's up to the president to figure out how he's going to manage those things. It's up to the president to decide what else he wants to take on. In my case I was willing to take on all kinds of extra things mainly dealing with the government, the county, the supervisor, city of Fremont and you know just being willing to go out there and advocate for the organization. That is not required of the president. I did it and I was good at it and I think because I was good at it everybody else let me do it and that's where things get hinky. As long as I'm doing it nobody else has to do it. So if you're interested in becoming president of the organization you're going to need to decide if you wanna do those kinds of things. If not you have to find other people in the organization to help you by doing those things. Most previous Presidents did not work very well with the county and definitely less well with the city as we were told we had to keep a low profile and fly under the radar.

The other thing you have to be aware of is the financial situation of the organization. We are in an excellent financial situation at this time and it would be very difficult for us to

lose or waste a significant amount of money. Our board of directors does an excellent job of monitoring the financial position of the organization so it's not so easy to cause financial difficulties.

We do have to take care of ourselves, we have to take care of the organization to make sure that this continues for many years to come.

I am very proud of what I have accomplished in my many years as President. I want that to continue. But finding meaningful ways to make the NCRy work as a 100% volunteer operation is going to become more and more difficult as time goes on. I do see that as one of the biggest problems the organization is going to face in the next 5 to 10 years. And I know that a museum such as we have planned is going to require full time paid staff. That's a fact of life.

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



Chris Hauf photograph

Brad Katz and crew of Waveworks who finished installation of the new PA system for the TOL.

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

New regular members and volunteer only members who joined in the last 60 days:

VO after the name indicates volunteer only status.

Peter W. Barnes, Karrey Benbow VO, Roy Benbow VO, Amanda Best VO, David Best VO, Chris Bobertz VO, Kristen Bobertz VO, Tim Boot VO, Madeline Briar VO, Joan Butler VO, Crystal Campisi VO, Alyssa Cantz VO, Elizabeth Casey VO, May Chevallier VO, Julie Chrestensen VO, Alex Clayson, Mathew Clayson, Bruce Compton VO, Ron Conover VO, Wendy Cooper VO, Ceal Craig VO, William Ross Crawford VO, Connie Degrang VO, Karen DeWolfe VO, Tim Diaz, Cheryl Dougherty, Michael J. Dreiling, Al Ducharme VO, Greg Ellis, Kathy Ellis, Betty Ellis VO, Jim Ellis VO, Patricia Emslie, Gail Farwell, Tony Fillipi VO, Fred Forstall, Bob Foster VO, Florian R. Fourian, Joan Francis VO, Ray Freeman VO, Pat Fry VO, Crisand Giles, Jordan Goyton VO, Melinda Gross VO, Rick Gross VO, Cathy Harrington VO, Steve Harrington VO, Jenet Hathaway VO, Janna Hathaway VO, Pat Hathaway VO, Linda Hurley VO, Sam Hutchins VO, David F. Johnson VO, Debra Kane VO, Cari Lependorf VO, Lydia McCloskey VO, Melinda Mockus VO, Daniel Mufson, Vivian Nguyen, Pat O'Laughlin, Pat Oakman VO, Susan Osborne VO, Darrell Owens VO, Ron Page VO, Mary Perez, Frankie Rossn VO, Katie Rothe, Tim Rumbolz,

Gilbert Sacramento, Wayne Schauf, Teresa Schmidt VO, Donna Schroder, Walter Spector, Frank Steine VO, Dan Thomas VO, Norm Tornoe, Alexander C. Torres, Christianna Torres, Liam Torres, Lily Torres, Jessie Troester, Rene Turnbull VO, Barbara Underwood VO, Lawrence E. Vadnais, Lenore M. Walker, Emily Rose Walker VO, Vicki Witt VO, Susan Wood VO, Rakesh Yadav VO. This season's Train of Lights has had many new experiences that we have not seen in the past. This year we added a new category to the membership that includes 'volunteer only'. It was decided at a board meeting that we should track the hours of volunteer only people. With that in mind I used Donna's TOL list to find which people were nonmembers of NCRY and included them in the database. I may have missed some of you and if I did, I apologize now. Trying to track down everyone who came out to the operation nights overwhelmed me from time to time along with everything else that I was doing. I estimate that we had around 50 'volunteer only' members come out to fill in spots on the event this year. Some of those who started out as 'volunteers only' have chosen to become regular members. Hopefully so will some of the others.

We just had a new PA system installed on the train. It was finishing up on the test run. We are still in a learning curve on how everything functions. We had several complements to the new system. Overall, it puts out great sound.

We still have some tweaking to do. We had a few new docents this year and hopefully some will continue to remain as docents throughout the year.

Every year we start out rough and as we go along things smooth out. This year was no different. I figured by the last night we will finally have it down and run smoothly.

Some of the things that went wrong was the refrigerator in Sunol failed and had to be repaired. New parts were added to the PA system and then had to be removed. This year we had several incidents that required a clean up crew to take care of, so a several clean up kits were formed just this situation.

This time of year, many of our members come up for renewal. If you are having trouble please contact me by email at membership@ncry.org or phone 510-508-0503. The easiest way to renew your membership is online.

By the time you read this the Train of Lights season will be over.

Once again thanks to everyone who jumped in and helped put on a great Train of Lights.

Rich Alexander
Membership Secretary



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

There is an old adage that goes "time flies when you are having fun". Well, I have figured out that the saying holds true at Niles Canyon Railway during TOL season, but in its wake, it leaves a cloud of glitter, a ton of garland and miles of rope light. All of which must be packed up and safely stored. So, after taking a short breather to soothe tired feet and get some well-earned rest, we all pull our bootstraps, and go about the business of undecorating the quarter mile of holiday trimming. Just as it went up, it is taken down, one car at a time, of course beginning with the ones to be used next month for the first operations of the New Year.

That is not to say that all has been smooth sailing. As with every year, there are always a myriad of small problems that arise and are dealt with. Starting with the "test train", glitches popped up with the decorations because our wonderful new PA system was installed after many cars were already hung with lights and some got unplugged to make room for system installation and you can only find them when everything is powered up. We made a change to the electrical procedure by splitting the power load between two generators to avoid welding connecting jumpers in their sockets, and a change in process always invites gremlins into the system, but we worked them out. The initial runs also identified several minor issues in the air brake system like a cylinder leak on a locomotive, a loose brake pipe fitting on a car, a leaking glad hand gasket, and a brake rigging out of adjustment. These kinds of things happen all the time, we are trained and prepared to handle them, and they are promptly corrected. (This is why you are required to test the brakes before and during every operation.) With restrooms on the train, we also must maintain a plumbing system, both onboard and on the ground, with issues ranging from leaking hoses for dumping



Stephen Barkkarie photograph

Doug Vanderlee prepares our unique PFE reefer for a photo shoot.

to plugged valves and stopped up toilets. (We should probably add a plumbing seminar to our Brakemen's training program.) Because many of our coaches are over one hundred years old, we have occasional problems with traps, door latches, window locks and

seats. These little glitches must be repaired in the short periods of time between runs, so we have a dedicated few volunteers who rise to the task each morning and make it possible for us to keep the train going. (I know who you are and want to thank you Doug, Mark,

Along the Right of Way

Stephen Barkkarie - General Manager

Steve(s), Tim, Linda, Curt and Bob.) Developing difficulties are not limited to the rolling stock. We must deal with unexpected repairs to our facilities. Case in point, two days before our first public run our trash disposal driver inadvertently ran into the main gate at Brightside yard and bent it in half. Fortunately, that day was the final day of regular MOW work so there were several of us in the yard who could respond. We straightened the gate as best we could, but the automatic key card system had to be disabled putting us back to the dark ages when we secured the gate with lock and chain. This meant crew members must manually open and close the gate, day or night, rain or shine. A call went out to our fence contractor for a replacement and with their hard work we were able to restore the gate to full operation by the end of the month, much to the relief of our tired crews in the cold late hours.

Not to make it sound like all is gloom and doom because the TOL is going great and is a lot of fun to be aboard with all the people enjoying the occasion. We are upgrading our shop with a new air compressor system. For years we had been getting by on a single tank system when our old piece-together first compressor gave up the ghost. Stalwart volunteer John Zielinski spearheaded a project to develop a modern two compressor auto-drying work-sharing system that will supply us with ample clean dry air. (All of us who spray paint, sand blast or test the air brakes appreciate eliminating water from the air supply!) A major step forward for our restorations and a solid investment in future efforts.

The same feeling goes for the new public address system on the train. It cost a lot but is very high quality and was installed professionally under difficult conditions. It has capabilities way beyond our old patch together set-



Stephen Barkkarie photograph
AE 3176 loses a trap hinge.

up like remote microphone, multiple base locations, adjustable channels for open and closed cars, and it even reaches the cabooses. The sound is fantastic on the train even over the din created by the crowds. I have never heard the sounds of Christmas so clear and crisp even when rolling down the rails, and the sound is evenly balanced throughout the cars. This is another investment that will give us dividends for years to come.

We have received another infusion of reclaimed ballast from the VTA, most of it deposited in Niles for the Wye track, the canyon and the display track as well. The Board approved the funding for this, and we are getting a great price. I hope to stockpile as much as possible because this is a necessary and expensive track component that we never seem to have enough of. We staged enough at Happy Valley to carry

us forward well past the Pleasanton-Sunol Bridge toward the Highway 680 underpass. (Twenty odd years ago, when I joined the PLA, and we were building track near East Sunol, I never could have imagined we would be looking at building track under the freeway underpass, but now I believe we may reach the end of the ROW at Junipero Rd.)

Of course, this month is the beginning of a new year, and it is time to look forward as well as to reflect on past accomplishments. For instance, our intrepid track inspector has put together his Xmas wish list for tie replacements, the steam department has received another infusion of donations and is poised to complete another stage of boiler rebuild, windows for the Ranch Car have been found, folks are ready to continue new window installation on the WP 315, the track crew has surveyed the next section of the Eastern track continuation, and plans for Niles improvements are going forward both improvements to station and the new museum. (This is the year the rest of the donations from Santa Clara arrive so much work will be done down there.)

Niles Canyon had a great turnout for new young brakemen (both male and female though I use the masculine) this year and they are all putting forward great effort to work the TOL and gain experience. All of them show promise and many are getting involved in other areas as well, which is great for the organization. I find their enthusiasm infectious, and we need to encourage this behavior. I will do all I can to connect willing volunteers with activities that interest them.

Looking forward to the New Year and to seeing your smiling face.

Stephen Barkkarie.
General Manager

Central Compression Air System Upgrade

Continued from Page 1

temperature of the air drops through the system. The pressure regulator allows the compressor tanks to be charged to the limit of the compressor capability without over pressuring the pipeline. Air is released from the tanks and the pressure is lowered to the standard value whenever the pipeline pressure starts to go down. The pipeline pressure will remain steady unless the 70cfm capacity with both compressors is exceeded. The final piece of the project is the water/oil separator. The output from the two tank drains, the dryer, and the filter now all pass over a special media which traps the oil allowing only clear water to pass through and out onto the ground. This is the first time the compressor discharge complies with government regulations.

The system components arrived in three deliveries from different factories in the US. This project was bid including professional installation and startup of the system. On December 5th, several members of the team from BCM Service & Engineering arrived to perform that installation. The author provided site access, forklift operation, and answered questions when they arose, but didn't have to do any of the hard work. It was a long day, but

before dark, everything was installed, connected, and tested. Post installation, an hour meter was added to the new compressor. An accurate record of the equipment's use is needed to perform proper maintenance. The meter for the older compressor has recorded about 1200 hours over the last 5 years.

Not much has changed in the operating procedure. Turning the system on involves setting both timer switches located on the disconnect boxes inside the car barn. Follow the printed

directions on the switches and set the timers for the length of time you need compressed air. To shut the system down, the timer switches should be rotated counterclockwise until the clunk of the contactor inside the box is heard. If you forget to perform this shutdown procedure, the system will shut down when time expires. Please feel free to contact the author for a tour of the shed or to answer your questions.

John Zielinski



John Zielinski photograph

Detail view of dryer control panel.



John Zielinski photograph

Detail view of water/oil separator, dryer, and plumbing.



John Zielinski photograph

Detail view of water/oil separator.



John Zielinski photograph

Detail view of controller box and new compressor.



John Zielinski photograph

Detail view of system filter, pressure regulator, & piping.

NILES CANYON RAILWAY

The End of 2023 Train of Lights

A big thank you to our volunteers Peter, Bob, Liam, Stephen, Linda, Stephen, Ray, Bob, Mike, Ron, Don, Brian, Dylan, Doug, Donna, Jason, Henry, David, Ed, Patrice, Julie, Ryan, Rudy, Shivani, Wesley, Melody, Rich, Katie, Bev, Sally, Brenda, Linda, Jacques, Richard, Phil, Donna, Theresa, Barbara, Derek, Pat, Tony, Jim, Betty, Connie, Susan, Benita, Elizabeth, Lydia, Kylie, Mathew, Alex, Teresa, Pat, Jim, Debra, Jessie, Gail, Garrett, Carol, Mika, Florian, Crystal, Tim, Rob, Chris, Lauren, Clark, Sue, Alyssa, Janet, Stephanie, Dan, Greg, Kathy, Stephen, Jan, Frank, Joanie, Pat, Greg, Laura, Lenore, Becki, Lan, Bonnie, Allison, Madeline, Hal, Mark, Linda, Steve, Dan, Wayne, Dalip, Joan, Rhonda, Bruce, George, Eleia, Dexter,

Joan, Vicki, Christine, Tom, Jack, Tom, Doug, Pat, Dave, John, Cynder, Ron, Kathy, Greg, Mary, Cheryl, Bruce, David, Steve, Cathy, Crisand, Ed, Bruce, Walter, Rick, Jeff, Matthew, Amanda, Jeanne, Cari, Wendy, Janna, Frankie, Charlene, Paul, Nick, Christin, Sam, Sandy, Bob, Jim, Joseph, Rudy, Chuck, Chris, Jim, Jackie, Dave, Jorge, Matt, Michael, Tim, Gerald, Brad, Ted, Justin, Don, Scott, Derek, Peter, Garon, Charles, Sarah, Brad, David, Mason, Curt, Warren, Steve, Dennis, David, Jon, John, Charles, Alan, Adam, Albert, Gabriel, Eric, Salli, Logan, Sanjay, Nicholas, Raymond. I hope I included everyone.

And these are just the names of those volunteers on the train for caboose hosts, dome and parlor car captains and hosts, electricians, commissary captains and crews, gift shop, Santas and Mrs. C's, and docents, the Niles/Fremont Station and the Sunol Depot ticket window staff, and parking lot captains and crews, and train crew engineers, firemen, conductors, brakemen, student brakemen, and foodies.

I also need to thank all of the volunteers who prepared the train and

tracks, the decorators, tree and bush cutters, and track inspectors, and those who worked behind the scenes on computers, the website and social media, train orders, and anything that was required to get the trains running each night. You're an awesome bunch of volunteers!!

Without all of you coming out many days and nights, we could not have completed our Train of Lights 2023. Our passengers loved it and we made their holiday special. We see repeat passengers and it's so much fun to welcome them back every year.

So take a little rest and I hope you enjoyed it so much you will be ready to sign up for 2024. And remember that we run trains from February through October, so come on out to help on a smaller scale, or just ride the train. We're planning our 2024 schedule with the school and summer trains again, evening train rides in the summer, plus our Beer on the Rails trains, and hope to bring back the Wine Tasting Specials.

Thank you again for your volunteer hearts. It was a great year!!

donna alexander

TOL Volunteer Appreciation Celebration & Dinner

**Sunday, February 4, 2024
3 - 6 pm**

**Niles Veteran's Memorial Building,
37154 2nd St, Fremont, CA 94536**

For all TOL volunteers & family/guest! (Everyone who helped make TOL a success: car decorations, car/loco repair, brushcutting, MOW, depot, ticketing, commissary, train crew, gift shop, photos/PR, Santa & Mrs. Claus, etc.)

We will provide:

Ham, Roast Turkey, Roast Beef, Artisan Cheeses, Sourdough Bread, Paper plates, knife/fork/spoon, cups, napkins, Coffee, water, hot tea.

Potluck: Bring a salad, side dish, dessert, or drink to share, and serving utensil if needed.

**Free if you RSVP by Jan 31
\$10/person at the door after Jan 31.**

To RSVP: Contact Doug Debs, cell 650-704-1487, dougdebs2472@yahoo.com with your name, phone number, number of people, & potluck contribution type.



Jim Evans photograph

Donna Alexander and Dexter Day issuing TOL tickets at Sunol Station on 12/3/23. Donna may look angry, but she is not as she goes out of her way to assure that all our patrons are happy!

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

"IT CAN'T GET MUCH LONELIER", ex SP 6235 BAGGAGE CAR



Steve Peery photograph

The Foley & Burk circus baggage car FB 19 as it sat for the circus train

This tale is about a baggage car, a very lonely one to say the least. It now sits in the weeds at East Sunol, where it is stored now, it has made a perfect condo for the local deer. The car still carries the lettering on the sides from when it was in its prime and ran on the rails through California. Yes, it seems like the car is not needed anymore.

You might say that Ex SP 6235 baggage car is just waiting its turn to return to operating status again. However, it has been a long time waiting. This is where this tale begins.

In 1921, the Pullman Co. delivered 22 baggage cars classed as 60-B-10. They were almost the same as the 60-B-09 except for rebuilding six end members of its class to full postal cars. This was at the request from the express company. The newest version of SP 60' baggage cars (classes 60-



PLA file photograph

Now back to original number SP 6235 at Hunters Point prior to PLA taking the car for their collection.

B-9 and 10) had larger door openings on each side for easier loading and unloading of express items and other bulk items.

The new ply-metal doors had single-pane windows which replaced the original 7' double baggage doors and a 4' 10" single baggage doors.

Dexter D. Day - Operations Manager

The new cars came with 4-T trucks. The 22 baggage cars that were built by Pullman Company, the Canadian Pacific received 10 of the baggage cars, one was CP 6235. The car was upgraded by the CP with improved facilities for the bagman. The SP received the car from the CP as newer equipment arrived. The Southern Pacific left the car number as built but changed it to SP 6235. The car in SP trains ran all over the SP system as a bulk mail car. However, time was beginning to run out for the railroads being able to carry the mail for the U.S. Postal Service. Also, time was running out for the 60' mail cars that roamed the rails of the SP system. Bigger baggage cars were arriving and the 60' cars that had friction bearing trucks were being retired, placed into M of W Service or sold. The cost factor to operate these cars compared to the newer cars came into play. The SP 6235 was retired and sold to the Foley & Burk Circus Shows and became FB 19 car. The baggage car was then painted into the new scheme which was all aluminum with red lettering with Foley & Burk Combined Shows on the sides of the car and the car had a black underbody. Foley & Burk Combined Shows were a semi-successful traveling circus. They started out by transporting the show by the railroad with fifteen cars. At that time, it was the only one in the West. The traveling show would eventually grow to twenty cars which now baggage car FB 19 became part of the train. The Combined shows were held in several California cities that hosted yearly fairs: Fresno, Bakersfield, Merced, San Jose, Yuba City, Chico, Modesto, Pleasanton, Stockton, Sacramento State Fair and they always closed at the Ventura County Fair. The Foley & Burk shows continued their shows each year until the show did their final act in 1969. At that time, their

Continued on next page



PLA file photograph

SP 6235 with bleed through paint when car was in its circus paint bleeding through.



SP Historical Society photograph

Stock photo as car interior looked when built by Pullman Co.

NILES CANYON RAILWAY

Tales of the Past

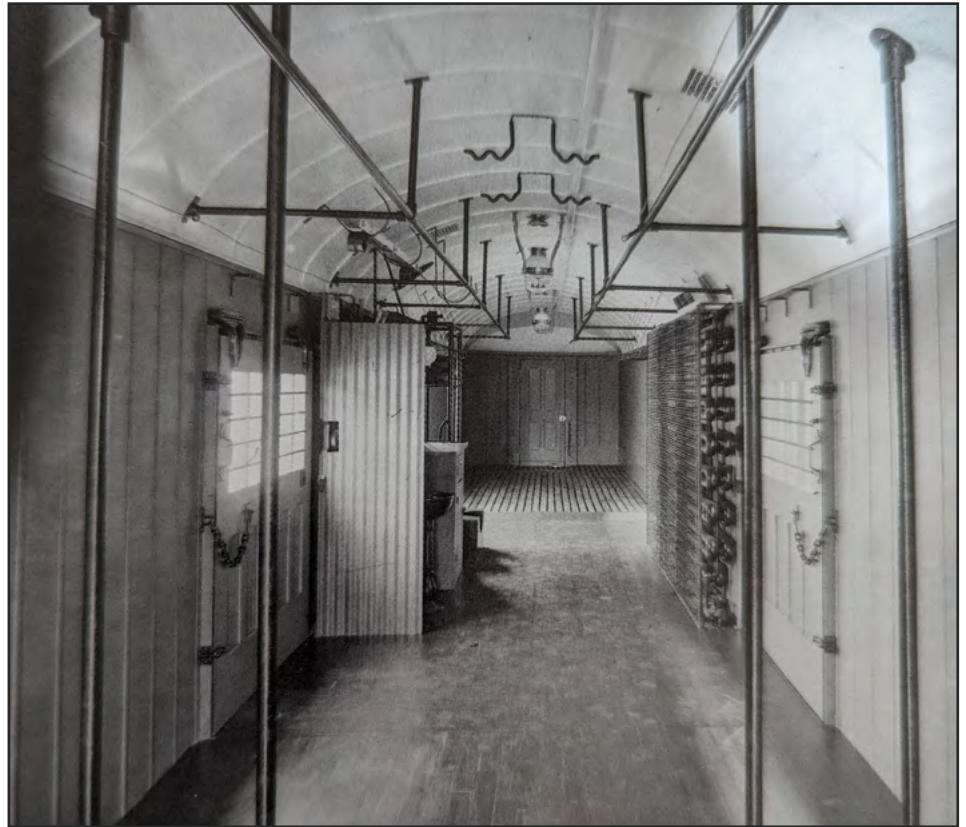
Dexter D. Day - Operations Manager

Continued from previous page

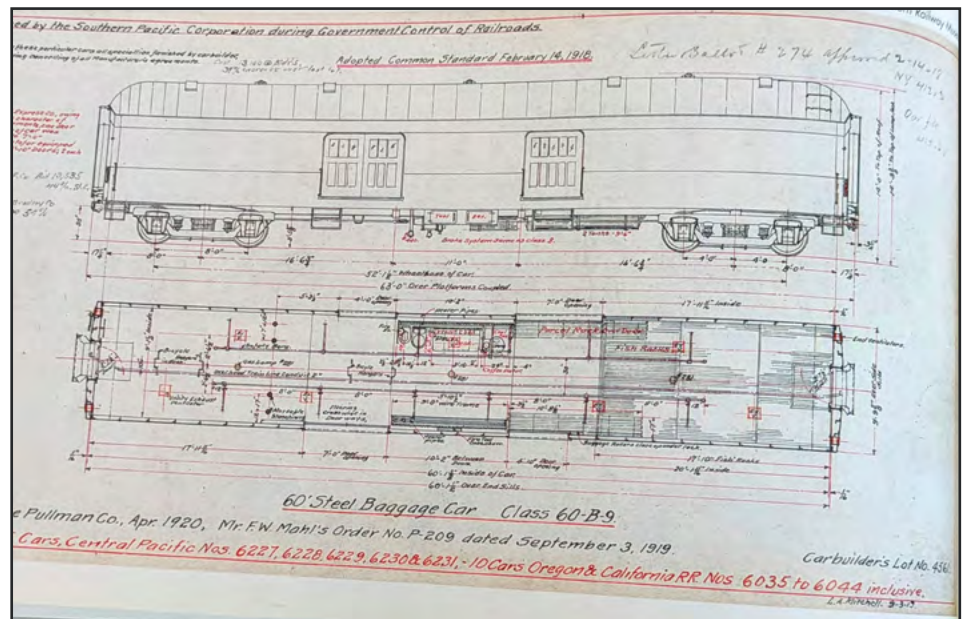
rail equipment was stored in various places until sold to other shows or museums. The circus baggage car FB 19 ended up in Redwood City on a spur track until the baggage car was bought by the Golden Gate Railroad Museum at Hunters Point since the car was an ex-Southern Pacific Railroad car. The FB 19 now numbered back to SP 6235 became PLA property when GGRM had to leave Hunters Point. The car was moved by the PLA and the baggage car is now at East Sunol awaiting its turn to be rebuilt into what it was, an operating baggage car. When this baggage car becomes operational, we will now have a complete heavy weight passenger train with cars that ran on the Southern Pacific. This is a rare car. There are not many laying around in museums since most baggage cars of its class were scrapped. We were lucky to acquire this car from GGRM since they had to move and this baggage car was no longer needed for their roster of equipment. Now this baggage car is in storage awaiting rebuilding at NCRY. Hopefully this car can get on the schedule for rebuilding before too much weather damage is done to the car. Then we can see this car back in operating status again for people to see.

With that said, another tale comes to an end.

Dexter Day
Operations Manager



Interior picture of baggage car class 60-B-10 built by Pullman Co.



Floor and side drawing of baggage car of SP 6235 class.

SP historical Society photograph

Treasurer's Report

Pat Stratton - Treasurer

It is nearly Christmas as I write this, with seven TOL days to go. (I'm signed up for four of the remaining trains.) That means we, as a team, have happily and satisfactorily completed 3/4 of our runs, and so have earned 3/4 of our ticket sales. I am in the process of finding CD's as short-term investments for this cash, to protect it going forward and earn a return at the same time.

Our cash was good before we started our TOL fundraiser, and it will be even better after our ticketed runs are completed. November and December are also months when many members send in their membership renewals; and a time when many of our financial supporters send donations. When these things all occur during TOL it makes for a busy time for the many volunteers who also lend a hand administering this railroad and its operations.

Two of our major infrastructure improvement projects were completed recently. Just before the test TOL train the contractor was substantially complete on the new PA system for all 16 cars used for the TOL. I have heard rave reviews; myself, the train is so joyously noisy and the music is so Christmasy that I seem to have tuned it out. It did cost us much more than was promised, but it was a long-

term investment, so we are happy with the product. Also, we replaced our shop compressed air system with a similar but dual capacity system. It was completed in early December, is functioning just as advertised, and cost just what we expected.

Other things have come up. We had to buy two toilet units from the rental company after the one that we furnished to the public in the town of Sunol was actually blown up. We had the rental company bring out another and set it up, and within a week or so it too was destroyed. Now there is no public toilet there, only a sign with pictures explaining why. I'm sure the recreational bicycle riders are feeling the loss more than most. Then in an unrelated act of vandalism, a rat got under our refrigerator in the Sunol Depot, got trapped and died in the cool air pathway, thus causing the compressor to overheat and burn out. We called the reefer guys and got it fixed quickly. But never a dull moment, as the recycler's truck backs into the Brightside Yard vehicle gate, destroying it. The fence guys came out to measure up for a new gate. With all the wires that run through it, it took a few days to build; then our volunteers had to rewire it and get it back in operation. In this case we are hoping the recycle service will reimburse us for the cost of the new gate.

And all of this while keeping the TOL on schedule, and merry and bright! Oh, yes, the audit continues. Phase 1 is complete. Next the auditor will come back for samples of transactions to test. I'll keep you posted.

The PLA has received \$4,500 in donations toward its December "Season of Giving" campaign for the 1744 steam locomotive restoration. Thank you to all those contributors, and to those that give throughout the year as well. Advance notice, we are

planning for letters regarding your record of donations for 2023 taxes to go out in early February.

I want you to know that I really enjoy this job as Treasurer for the PLA and the NCRy. However, my term is up this next July 1 and I will not be running for another two-year term. If you have basic record-keeping and finance capabilities and would like to talk about this opportunity, give me a call or email. One great thing about this job is you can work from home! There are other good things, but stay tuned for next month.

If you have any questions or comments, let me know.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

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.



Jim Evans photograph

Technology Department head Matt Petach assisting Security Department install new cameras to improve surveillance of Brightside Yard.

NILES CANYON RAILWAY

Merry Christmas on the Train of Lights



Chris Hauf & Joe Theis photographs

NILES CANYON RAILWAY

Merry Christmas on the Train of Lights



Don Buchholz
photographs

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

CHANGE SERVICE REQUESTED

Nonprofit Org.
U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material



Chris Hauf photograph

On the last day of the 2023 operating season, Clover Valley Lumber Co. #4 under the control of engineer, Jeff Schwab, departs the steam shops leads to go to work for the day.