



THE CLUB CAR



Bulletin 735

Pacific Locomotive Association, Inc.

November 2024

Build East Crew Reaches the Castlewood Bridge with Track Panels



Mike Strider photograph

Matt Petach and John Zielinski posing in front of MOW train on Castlewood Bridge (MP 39.20). This was actually the second MOW train as the first one was the Burro crane placing the track panels.

IN THIS ISSUE

- 3** November Schedule
- 4** President's Report
- 6** Along the Right-of-Way
- 10** Tales of the Past
- 13** Brush Cutting Report

Another milestone was reached by the East Build crew on Saturday, October 5th. Four panels were installed from where we left off from earlier this year with our track and the last two panels have been placed on the Castlewood Bridge over Pleasanton-Sunol Road, Mile Post 39.20. There were up to 20 volunteers at one point during the day to assist in this historic task. On the way to the East end, the Burro crane picked up the Army flat at East Sunol

so that the panels could be loaded onto the flat and hauled to the end of track. Thanks to the switch crew headed by our new president Tim Flippo, the Army flat was positioned where the Burro could easily couple into the Army flat and take it out east. Because of the increased distance from where the panels are stored and where we installed them, the four panels were loaded onto the Army flat. The time it

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

General Members Meeting

NOVEMBER 8
5:30 PM

In-person & Teleconference
at the

Veterans Memorial Hall
37154 2nd St, Fremont, CA
(Corner of 2nd St. and E St. in Niles)

=====

Board of Directors Meeting
follows the Members Meeting

**NOTE: There are NO
meetings in December!**

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 Microsoft **WORD**.
Submit photos in jpg format.

The photo should have a description
and / or identifying the people in it.

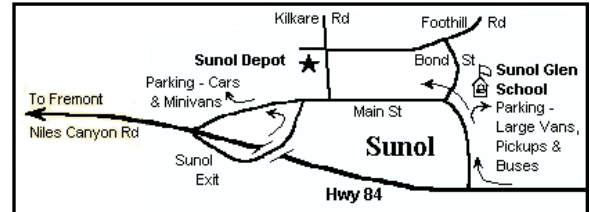
Send email to:
clubcar@ncry.org

The editor reserves
the right to hold or edit
material as necessary.

BOARDING LOCATIONS

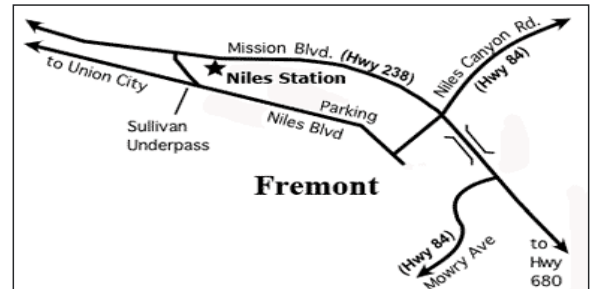
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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		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. at the Veterans Memorial Hall in Niles at 37154 2nd St (corner of 2nd St and E St). Members, Sponsors & Guests are welcome.

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

NILES CANYON RAILWAY

NOVEMBER SCHEDULE					
November 2	Saturday	Building Track East	Brightside	8:00 am	- Mike Strider
November 3	Sunday	Speeder Rides	Niles	7:00 am	- Bob Pratt
November 6	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
November 8	Friday	General Meeting	Veterans Hall	5:30 pm	- Tim Flippo
November 13	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
November 18	Monday	TOL Test Train	Niles	6:00 pm	
November 22	Friday	TOL 4:30 pm - Niles, TOL 7:30 pm - Sunol			
November 23	Saturday	TOL 4:30 pm - Niles, TOL Volunteer, 7:30 pm - Sunol			
November 24	Sunday	TOL Volunteer, 4:30 pm - Niles, TOL 7:30 pm - Sunol			
November 25	Monday	TOL 4:30 pm - Niles, TOL 7:30 pm - Sunol			
November 30	Saturday	TOL 4:30 pm - Niles, TOL 7:30 pm - Sunol			

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 3,404 volunteer hours for the month of September. Volunteer hours should be reported to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from log sheets. PLEASE PRINT CLEARLY on the LOG SHEETS. If I can't read your writing, you will not get credit for your hours.

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NILES CANYON RAILWAY

President's Report

Tim Flippo - President

When you read this the last regular operation for the year will be over and done. I want to thank everyone involved getting us through another great season of regular operations. Next up is The Train of Lights.

The TOL tickets went on sale on October 5th and all sold out in less than an hour. We are thankful for our dedicated passengers. The decorating of the train is coming along. The inside crew should have all the cars decorated by this Wednesday, then they will be down to making sure everything is plugged in, and all the little things that could not go out till after the regular trains runs are finished. The outside crew is down to four cars and touch up. It is a lot of work but it looks like we will

make the TOL for another year.

There will not be General and Board meetings in December due to everyone working on the TOL.

Tim Flippo
President



Pacific Locomotive Association

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



2024 TRAIN OF LIGHTS SCHEDULE

4:30 trains depart from Niles/Fremont Station and get back around 6:00 pm

7:30 trains depart from Sunol Depot and get back around 9:00 pm

November 18: Test Train 6:00 pm, Niles/Fremont Station

November 22: **4:30 pm Public Train, 7:30 pm Public Train**

November 23: **4:30 pm Public Train, 7:30 pm Volunteer Train**

November 24: **4:30 pm Volunteer Train, 7:30 pm Public Train**

November 25, 30: **4:30 pm Public Train, 7:30 pm Public Train**

December 1, 4, 6, 7, 8: **4:30 pm Public Train, 7:30 pm Public Train**

December 9: 6:00 pm Special Train - Niles

December 10: **4:30 pm Hiking Group Charter Train, 7:30 pm Church Charter Train**

December 11, 13, 14, 15: **4:30 pm Public Train, 7:30 pm Public Train**

December 16: **4:30 pm Public Train, 7:30 pm Emma Smith School Charter Train**

December 18: **4:30 pm Public Train, 7:30 pm Public Train**

December 19: **4:30 pm PG&E Charter Train, 7:30 pm Girl Scout Charter Train**

December 20, 21, 22, 27, 28, 29, 30: **4:30 pm Public Train, 7:30 pm Public Train**

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The following numbers come from September – that is what we have available at the time I write this.

In September our \$40,108 of operating revenue came from membership \$1,202; diesel trains \$8,285; steam trains \$16,705; TOL volunteer ticket sales \$665; a charter \$3,375; and a Beer train special \$9,876.

We also had gift shop revenue of \$2,669; commissary \$1,687; and donations of \$13,316; we received Grade Crossing Maintenance funds from the state of \$4,688; and other income of \$181. Total income for the month was \$62,649.

On the expense side: our gift shop

has been building inventory in advance of the heavy sales that come on the train during the TOL. It is tricky to have the goods our riders want when you need to buy them well in advance of the holiday season. Commissary is building inventory as well, but their requirements are more predictable year to year.

Other expenses were many but relatively small in size, the largest being \$8,700 to restore operation of our CAT backhoe's steel track wheels, followed by our monthly insurance cost of \$6,273. Total expense for the month was \$75,446. Net "overspend" in September was \$12,797 – an OK result in a busy month. We will make it up in December with our all-out effort on the TOL. (TOL tickets were nearly gone on the first day of sales!)

Projects still underway in October include closing up passenger car window projects in advance of TOL use and inclement weather; building inventory for both commissary and gift shop on TOL; readying the MOW shed for a roll-up door; upgrades to the Signal Dept. container; preparation for an agency hazmat inspection; boiler work on 1744 in Fort Bragg; and maintenance and fueling of diesel locomotives ahead of seven weeks of TOL runs.

Our Test Train is still scheduled for November 18 and our first TOL revenue train four days later. Our primary goal lately has been preparing ourselves and the train for 6 weeks of almost daily Holiday entertainment of our public TOL customers. It looks to me

like things are going well, maybe a little ahead of schedule. The Wednesday MOW crews are spending time on the right-of-way fine tuning our track for the heavy TOL trains to be running over them the rest of this year.

The PLA recently received more donations in memory of past Marketing head Gail Hedberg – of \$100, \$100, \$250 and \$500. We also received a donation of \$100 in memory of Paul Veltman, who was Treasurer just before me.

There were two Budget addendum's discussed and voted on at the last Board meeting. One is to complete and outfit the domed canvas structure for restoration work on the M601 railcar, and other small equipment like speeders, for \$15,000; and the other to purchase, reupholster, and install 20 high-back seat backs to return to original the seats in the 1949 coach, for \$40,000. Yes, that is the price of good restorations of 100-year-old equipment. They are both projects which have excellent project managers leading them, and the expenditures will result in both improvements and further restorations. These projects should both be finished within the current fiscal year.

HAPPY HALLOWEEN!

If you have questions or comments, let me know by email to treasurer@ncry.org, or call 650-888-8619.

Pat Stratton
Treasurer



E-COUPLING INFORMATION

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

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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 a morning chill in the air, the leaves are turning yellow and gold, and everywhere you look in Brightside yard there are Christmas decorations. It must be Fall in Niles Canyon. All our volunteers are already going full tilt getting in shape for the start of Train of Lights. Commissary is stocking up on goodies for the snack bar, gift shop is gathering all the must have souvenirs for the train, work crews are doing final tune-ups on the mainline and regular operations have wound up for the season. (The Robert Dollar #3 had the honor of pulling the final train of the regular runs and it was another sell-out.)

As usual our ticket sales for the Christmas runs were nothing short of amazing, this year the seats were sold-out in 35 minutes. A new record. While we still experience issues with online sales, our team is hard at work finding answers to the glitches. One thing is clear, we could sell twice as many tickets if we could support the runs, but with the large number of volunteers needed to service each run, we reach the limit of our capacity with 25 days of operation. That is a lot of giving from the dedicated folks who work the train night after night. We could not do it without you, and we thank you all in advance.

Last month saw us having our signals inspected, a special inspection on the Dresser bridge, and our once in three-year environmental review with Alameda county. As usual the signal department does a bang up job keeping the lights on (at the crossings) and in conjunction with the track team they have ordered new state-of-the-art insulated joints to replace all the second hand hodge-podge of IJ's we currently use. This will increase the reliability of our warning system and strengthen the track structure for years to come.

We received the results of the special inspection using a drone on Dresser bridge and the findings are



Stephen Barkkarie photograph

Robert Dollar #3 on the last day of 2024 regular season.

that the historic span is in fine shape, thanks to the Victorian-age penchant for overbuilding, and though she has some age spots they are minor and fixable. Using our new rail-mounted air compressor, maintenance of way folks were able to do a great job of cleaning off debris from the nooks and crannies beneath the deck where they were able to observe places that had been covered with dirt for years and this is what led to having a professional take another look. They confirmed that we are good to go with no restrictions on speed or weight. The advantage of using drone technology is the ability to closely see the overhead structure and the underneath without the need to climb or use special equipment. We might just add the drone to all our annual bridge inspections.

Everybody in all departments did a great job of cleaning up before the



Stephen Barkkarie photograph

Mark Whitman can really stack a nice tie disposal bin.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

county came in for the environmental review and though we have a few items to improve on, overall, they are happy with the way we conduct ourselves. Thanks go out to those who spent the time and effort to make Brightside look ship-shape. Also thanks to our Hazmat team for keeping us well supplied and prepared.

Out on the mainline, we have reached another milestone on the East end by laying track panels on the Pleasanton-Sunol bridge and by the time you read this we will have laid the last of the panels we purchased from Caltrain all those years ago. I for one never thought I would see the day those panels were installed, yet here we are. Through the canyon we have been replacing ties, placing gauge rods and clearing sight lines. One of the items on the to-do list from our bridge engineers is to make sure the approaches at each end of the bridge are firm and aligned properly. This is important because that is where the train travels from the relatively flexible ballasted track to a rigid structure and that transition area can generate huge forces on the track

if it is not lined up just right. Usually, we hire that critical job out, but it is not rocket science, and with practice and a good tamper we can get the job done in-house. So, Wednesday MOW loaded up ties, jacks, and some ballast then headed for the bridge. The first job is to look for bad ties, gaps between the rail base and the tie plate, or dips in the rail head. Everyone on the crew got a chance to sight down the side of the rail head to check for a smooth profile. (When you back off a few yards and get down on your hands and knees to sight along the rail it is easy to see low spots.) When you find a low spot the cure is to place several

jacks spaced every few feet to hold the track in a smooth profile, then tamp each tie moving towards the jacks. As you get to one jack, it is removed and the track stays where you wanted, and you continue to tamp to the next jack. One by one until you get through the low spot. The rock that is tamped under the tie is replaced with additional stone to fill the cribs and you are done. Easy Peasy, ballast squeezezy.

Looking ahead, we have put the regular season operation behind us and can finish festooning the last few cars for the Holidays. Sign-ups for train crew, car hosts and station hands are up online, and everyone is encouraged to put in as many nights as you can. I know I plan to attend at every opportunity, and I hope to see lots of you coming to join me on the best Christmas train going. Until next time,

Stephen Barkkarie,
General Manager



Stephen Barkkarie photograph
Tie replacement at Farwell Bridge.



Stephen Barkkarie photograph
Chris Campi and Ron Thomas watch Pat Stratton tamp ties.



Stephen Barkkarie photograph
Profiling the East Farwell approach.



Stephen Barkkarie photograph
Pneumatic hand tamping of first tie on approach.

NILES CANYON RAILWAY

Build East Crew Reaches the Castlewood Bridge with Track Panels



Adam Weidenbach photograph

Loading 4th panel onto Army flat near Verona.

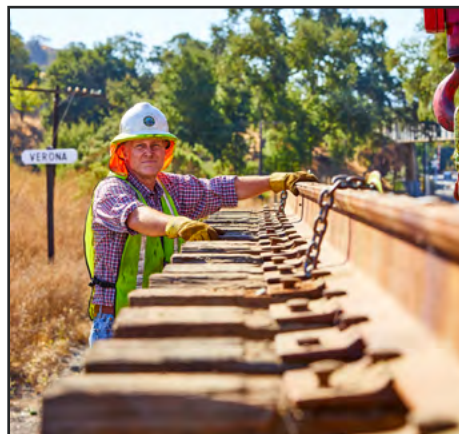
Continued from Page 1

would take to walk each panel over half a mile would take too much time and it would be a safety problem to walk each individual panel with the crane that far. By 2:30 pm on a 96° day, the fourth panel was bolted in place including the staggering of the south rail. The crew has the routine down pat as we place each panel on the ground: bolt the north rail, stagger the south rail, and bolt it up. This process includes a lot of greasing up of the rail for sliding it, and the loosening of all the spikes on the south rail. The day before, Chris Campi and Mike Strider marked the centerline on the ground for the proper placement of the panels on the original Southern Pacific alignment.

Just before and during the panel installation Saturday, the two-person crew of Mark Whitman and Brad Jones completed the installation of our standard 12" drainage ditch adjacent to the 14th tee of the Castlewood golf course and just east of the Castlewood bridge in preparation of the laying of the track panels. Also previously, Mark's crew cleared out the trees and vegetation east of the bridge in preparation of the laying of track for our dynamic operating clearance. Thank you Mark and company.

As planned for the first Saturday in

November, assuming no unexpected weather conditions arise, we plan to install the remaining six track panels with the 132 (head free) rail which will take us just past the 14th tee at the adjacent Castlewood golf course. The expert golfers will then have a new subject to talk about with the new track. From this point we will concentrate on preparing the track in its final condition including the hardening of track, the replacement of defective crossties, the placement of ballast, and the surfacing and final alignment. The next phase after this segment is done is to stick-build the track by laying the rail on crossties and spiking it down. So



Adam Weidenbach photograph

Doug Vanderlee holding onto track panel while riding Army flat at Verona.



Adam Weidenbach photograph

John Zielinski guiding track panel onto the Castlewood Bridge.



Adam Weidenbach photograph

Loading 2nd panel onto Army flat near Verona. Steve Barkkarie operating Burro Crane and Doug Vanderlee directing panel.



Adam Weidenbach photograph

East build crew pulling spikes on south rail to move panel in place.

NILES CANYON RAILWAY

Build East Crew Reaches the Castlewood Bridge with Track Panels

please come out November 2nd and join the fun as we install our last set of track panels.

Mike Strider
Chief Engineer



Mike Pechner photograph

The yellow boot is bolted to the outside rail and the chain is tied to the Burro crane which backs up, pulling the rail until it touches the panel underneath the crane.



Mike Pechner photograph

Close-up of the panel showing the crew ready to put the joints on and tighten them.



Mike Pechner photograph

Once the panel is placed, the crew loosens the spikes so the outside rail can be pulled up to the rail on the track underneath the crane to keep the joints staggered.



Mike Pechner photograph

Looking south towards Verona Station Rd. shows the new panels on the Happy Valley Bridge. Castlewood Country Club is on the right at Street level. The UP crossing is at the entrance to the Club. Red dot is the center line of the new track surveyed by Chief Engineer Mike Strider.



Mike Pechner photograph

Burro crane sitting down the first panel.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

GHOST RIDER OF BRIGHTSIDE, THE TRIPLE ARTICULATED "CASCADE CLUB"

This is going to be a tale on a special type of car that used to roam the rails of the Southern Pacific Railroad on the West Coast between San Francisco and Portland, Oregon. This car was, "THE CASCADE CLUB", which there were two sets made in this configuration. This is a tale of one set of these cars of the Southern Pacific, 10280/10281/10282. Two sets of the Cascade triple-units were ordered by SP and built in 1949. They were constructed by the Pullman Standard Co, at a cost of \$750,000.00 each and were built at the same time as the new Shasta Daylight articulated coffee shop-kitchen-diner triple-units. In contrast to the aluminum coffee Shasta Daylight cars, the two Cascade Triple-Units were built using the lightweight steel girder construction methods. The Cascade articulated cars were built with flat, not fluted, sides. Each triple-unit set weighed approximately 335,000 pounds, including trucks. However, at this time the car weighs a lot less since it has been modified and it has never been put back to its original condition as built. The length of the car is 200 feet long sitting on only four bogies (trucks). If the cars were individually coupled together, they would need six bogies (trucks) and the cars' lengths would be 240 feet in length.

The Cascade Club triple-unit shared the same Two-Tone Gray color scheme first Introduced with the 1941 streamline lark. The "Cascade Club" cars had the new Cascade insignia, which was applied to the lower center sides of the cars. Antennas were mounted on the roofs of the "Cascade Club" lounge cars for better radio reception.

The car was also equipped with an on board telephone for passenger use while enroute. The "Cascade Club" dormitory kitchen car (SP 10280)



SP Historical Society photograph

This is the Cascade Club as it looked when it ran on the SP Cascade.



SP Historical Society photograph

The side view of our triple articulated as it ran on Cascade in later years.

operated in the forward position. It contained the kitchen and pantry and also provided the dining car staff with three-tiered bunk and shower space for eighteen crewmembers and a sleeping room with two berths for the dining car stewards. The 48-seat dining car (SP 10281) operated in the center position. They had six 4-seat tables on one side of the car and six 2-seat tables on the opposite side, along with

a pair of 4-seat booths at the rear of the dining room. The booths were used for additional lounge car space when not being used for dining space. Overall, the car contained sit-down dining tables for up to 56 passengers. Over the time that these cars were in operation, modifications were made to the seating in the car to increase the cars seating capacity (SP 10282). The "Cascade Club" was a great lounge

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Car as it looked getting prepared for the American Freedom Train in 1971 which did not happen.



Dexter Day photograph

Car as it sits today at Brightside waiting to be reconditioned for use. Work will be needed on underbody and trucks.

car with its lighting above the bar and the etched glass dividers that were spaced through the lounge area. The bar lounge area had tables and booths with inlaid checker and chess boards on the table tops of some booths. The triple unit which ran on the "Cascade" train operated for several years. The "Cascade Club" Triple-unit held the distinction of being the last triple-unit articulated passenger car delivered to SP. They were also the last articulated passenger cars of any type ordered by the railroad, thereby closing a unique chapter to SP passenger car design and construction. These triple-units served exclusively on the "Cascade" their entire careers, until they were retired in late 1968.

This Tale continues on the Cascade Club Triple Unit after it was removed from service. The triple-unit was retired, it was replaced with a Budd dining and lounge car. The Cascade Club escaped scrapping by being sold to a private party. It was operated briefly, then it



Dexter Day photograph

Pantry area with intact coffee pot still in car looking good.

was stored at Jamestown, California on the Sierra Railway. In 1970 plans were underway for the barnstorming bicentennial American Freedom Train with 4449. The "Cascade Club" triple unit was selected for the train. The car was modified for 480 with a lot of underbody equipment removed so the car could be upgraded to what was needed to accommodate this special train. Essential items had been removed from the "Cascade Club" and time was ticking to get the train ready to operate. But, before the job to upgrade the car was completed, the plans to run on the Freedom Train were dashed. Why? The American Freedom Train organizers realized that the car was too long to fit into some of the display tracks that will be available for the train in many of the train's scheduled stopover towns and cities.

The "Cascade Club" was sort of put on the back burners and forgotten about. The sad part of this tale, the underbody parts never made it back onto the car. Also, somewhere in the car's travels after leaving the Freedom train scene it must have been shoved through a tight turn or switch before NCRY got



Dexter Day photograph

Kitchen is intact.

ownership of the car. At this time, one car has a list to it which means a bent pin maybe, or bad track it is sitting on or not properly balanced since a lot of its components were removed. The car was starting to get a restoration done on it. A lot of the interior was removed for painting and repair. However, the project came to a halt for some reason. The parts that were removed should be found and checked over for damage. The parts for the car need to be identified where they are at and the

Continued on next page

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

interior should get a paint job and the interior replaced. No matter what you do to this triple unit it will never be like it was in its glory days running on the Southern Pacific Railroad. The triple unit as it sits today has had the furniture basically removed to another car for storage. Every open area has panel or chairs in them to some extent. Some work has been done on the walls and the hallway walls are in good shape. The floor will need some attention to make it look good again. The car needs to be finished off to preserve it since it is now the only car of its design left that ran on the Southern Pacific Railroad and the "Cascade" train. The car today sits still mostly intact but showing signs of deterioration throughout the car. There are several areas to get into the car by our local mice population. This is not good but hard to prevent from the car's condition and the car's storage location. The hardest part about restoring this unit to operating condition is that you are not doing one car but three.

With that said, another tale comes to a close.

Dexter Day

Operations Manager



SP Historical Society photograph
SP publicity picture what the articulated dining area provided the riders.



Top photo: Dexter Day photograph, Bottom photo: SP Historical Society photograph
These are two views as what the bar area looks like today and what it looked like when it was in operation. It really isn't in too bad of a condition.



Brush Cutting

Mark Whitman

Wednesday, September 25, we decided to take the chipper off the rails and tow it down to Niles to trim the trees in the parking lot. We started in the area behind the handicapped parking and with hedge trimmers we trimmed the trumpet vines back along the fence, cut them out of the walnut tree adjacent to the fence, and trimmed up the live oak tree in this area. We then proceeded to work our way along the line of Cork Oak trees, Cedar trees, and the three trees on the island raising them up as we went. We were able to chip all this debris into the back of the dump truck and hauled it down to near Bob's trailer. Bob will feed those chips into our green bin once he has room. The crew today was Brad Jones, Sarah Fritz, James Moon, Ron Thomas, Bob Bailey, and Mark Whitman.

Saturday, September 28 with the chipper still off the tracks we decided to take the chipper and the bucket truck to the east side of Pleasanton Sunol Road and continued to trim the trees along the right of way to get out in front of the Building East crew. Crew today, Brad Jones, John Zielinski, Steve Knoech, Garon Michaelis, and Mark Whitman.

Mark Whitman



Train of Lights Parking Protocol – Staff & Volunteers

I usually assist with Train of Lights parking at Sunol, which has always been tight in the past. I have asked that all staff and volunteers park on Foothill Road or better yet ride the train from Brightside if possible. This year parking may even be worse because the contractor working on the washout repair on HWY 84 has opted to use the auxiliary lot across the street from the Sunol Station for their dirt storage. At this time, it does not appear that they will be done by the start of Train of Lights. This means we have lost over half the parking in the auxiliary lot. Your cooperation and help in this matter would be appreciated.

Mark Whitman

NOTICE: If the washout work is not completed by Train of Lights please be aware that if you are traveling from Niles to Sunol the delay getting to Sunol can be as much as three quarters of an hour or more waiting to get through the one lane traffic light section, especially on Fridays.

Gift Shop News

Patrice McDonald

Annual Train of Lights - Quilt Raffle Announcement

We are excited to announce our Annual Quilt Raffle!
The 2024 beautifully handcrafted quilt is ready to find a new home,
and all proceeds from the raffle will go towards supporting
Niles Canyon Railway
and the
Piecemakers Quilt Guild of Southern Alameda County.

Tickets:
\$5.00 each or 5 for \$20.00

Raffle Date:
December 30, 2024

Purchase tickets in the gift shop onboard the train.
Don't miss this chance to own a one-of-a-kind quilt
and support a great cause!

Get your tickets today and help make a difference!
For more information, contact: giftshop@ncry.org

Membership

Rich Alexander

New Members:

Carlos Amaya, Emily Amaya, Juan Amaya, Burke Bradley, Vivian Chen, Kyle Chu, Ryan Chu, Agnes Kwan, William MacAllister, Dylan Meighan, Isabella Meighan, Michael Meighan, Lynann Pizarek, Mark Pizarek.

Renewals keep coming in, again it is easier to renew and pay online. Renewing online saves steps in the process of updating your records.

Train of Lights ticket went on sale October 5th at 10:00am again this year, but not without issues. We did sell out in 35 minutes, which I believe is a new record. During the board meeting this will be a topic of discussion along with our provider for our web site.

Things have been busy these last few weeks. I have mentioned that I will be giving instructions on the TOL electrical system. I have not had time to set up a date yet. For those interested there is information in Club Express, drop-down menu, NCRy Documents, Equip. Manuals & Instructions, Generators, Generators procedures. There are 8 documents in this section. You can download them and familiarize yourself with them.

I have been getting many questions about the number of volunteer hours members have. Remember that you must turn your hours in to Charlene at volunteer-hours@ncry.org. Charlene sends me a report each month with your hours, and I input them into a spreadsheet and also a database program that tracks hours. If I do not get the information, I can't input it into the system, and you get no credit.

Rich Alexander

Membership Secretary

ToL Volunteer Opportunities

At this writing on October 20th, we are 29 days away from our Test Train for the Train of Lights and 33 days from the passenger season. By the time you get this November Club Car we will probably be a week away. We still need a lot of volunteers for almost every volunteer spot. Here is what you would do to help in the different categories. Please sign up and help us make this a terrific season. It really is a lot of fun to be a part of this special season. On Saturday, November 16th at 10:00am at Brightside, 5550 Niles Canyon Road, there is a commissary training meeting to learn what to do for snack bar and dome and parlor hosts.

For the snack bar, volunteers would need to work both the 4:30-6:00 and the 7:30-9:00 trains to retain continuity in the snack bar and make sure everything is stocked and ready for both trains, so the day would be from 2:00 when you would arrive at Brightside, our train yard, and be on the train until 9:30 when it gets back to the train yard. The train departs our train yard at 3:00, and when on the train the snack bar volunteers would bag cookies, stock the snack items in the bins and put on the counter. They would also help take the snack items to the dome and parlor cars if needed. They would then sell the items to the passengers during the rides. The time goes really fast and it's so much fun to interact with the passengers selling snacks and drinks during the rides. Everything is \$2.00, except water and juice boxes are \$1.00.

For the snack bar, volunteers can wear black pants and white shirt, with an optional black vest to look like the train crew, or casual clothes. Red aprons are provided for wearing also. When signing up for the snack bar it will be for the 2 trains, so remember that volunteering will be from 2:00pm to about 9:30pm when the train gets back to Brightside.

Our train yard is at 5550 Niles Canyon

Road, about 4 miles east of Mission Boulevard in Fremont and 2 miles west of our Sunol Depot. If you do not have a gate key, you will have to park outside our gate and walk in through the pedestrian gate to the left of the vehicle gate. Gate key cards are only issued to members for \$10.00. If you want to become a member it is \$48.00 for a year (\$24.00 for a spouse and \$12.00 for kids) and you can contact Bob Pratt at prattrobertd@sbcglobal.net for more information.

For the dome or parlor car host, volunteers can choose to work either just the 4:30 train, just the 7:30 train, or both trains. If working both trains then you would have to sign up for both trains online. There is a captain (one of our seasoned experienced members/volunteers) and then 2 helpers. Of the 3 people, one of the helpers would be standing by the door to make sure only those passengers having the first class dome or parlor car wristbands enter the cars, and the other 2 would be serving the snacks and drinks to the 30 parlor car passengers and 40 dome car passengers. In the dome car, one of the volunteers would also need to make sure the passengers take turns rotating in the 16 dome seats on top so everyone gets a turn sitting up there and getting a bird's eye view of the outside of the decorated train.

Dome and Parlor cars are special and the volunteers should dress in nice clothes. Black pants or skirt and white shirt, and optional black vest like the train crew can be worn, nice or holiday festive clothing, or vintage clothing should be worn for these volunteer spots.

If working on just the 4:30 Niles/Fremont dome or parlor cars, volunteers should arrive at our Niles/Fremont Station (37029 Mission Boulevard in Fremont) by 3:15 and be ready to board the train when the train arrives at 3:30 and help get the cars prepped for

Continued Next Page

NILES CANYON RAILWAY

Train of Lights Volunteering Opportunities

Continued from previous Page

the passenger arrivals. When the train returns to Fremont, after helping clean up the car, the captain will let you know you can get off the train and go home.

If working just the 7:30 Sunol dome or parlor cars, volunteers should arrive at our Sunol Depot (6 Kilcare Road in Sunol) around 6:45 to be ready to board the train before the passengers do at 7:00pm when the train pulls in. When the train returns to Sunol, after helping clean up the car, the captain will let you know you can get off the train and go home.

The caboose host could sign up for just the 4:30 or just the 7:30 or both like the dome and parlor car hosts. He/She would greet the groups boarding the cabooses, give some safety rules like no standing on the outside platform while the train is moving, no smoking, no hanging out of the windows in the cupola, ask an adult to stand by the ladders going up to the cupola so kids are careful going up and down, monitor the caboose and make sure all are riding safely, and at the end of the ride thank everyone for riding with us and remind them to take all of their belongings when they leave. Wear warm clothing. Black pants and white shirt like the train crew can be worn, or casual clothes, or holiday clothing, but wear layers because you never know what the weather will be like.

If working on just the 4:30 Niles/Fremont caboose, volunteers should arrive at our Niles/Fremont Station (37029 Mission Boulevard in Fremont) by 3:15 and be ready to be at the caboose when the train arrives at 3:30. You would check in at the ticket window so we know you're there, get the envelope of tickets if the other caboose host didn't pick them up yet, and then go to the caboose. Santa will visit the cabooses around 4:15, 15 minutes before he gets on the regular train cars. Remind the passengers to visit the porta-potties on the ground

before boarding because there is no restroom on the cabooses. There are radios in the cabooses for contacting the conductor if needed. When the train returns to Fremont, thank the passengers for riding with us, remind them to take everything that belongs to them, clean up the car after they get off to ready it for the 7:30 ride, and you can get off the caboose and go home. Any garbage can be left on the caboose until the end of the night. If the garbage can is full, bag it and put it on the floor out of sight next to the garbage can in the caboose, and put a new bag in the garbage can.

If working on just the 7:30 caboose, volunteers should arrive at our Sunol Depot (6 Kilcare Road in Sunol) around 6:45 before the train arrives at 7:00 to be ready to board the caboose before the passengers do. You should check in at the ticket window so we know you're there. Caboose groups will pick up their envelope of tickets at the ticket window for the 7:30 because the cabooses are right by the ticket window. Santa will visit the cabooses 15 minutes before he gets on the regular train cars. Remind the passengers to visit the porta-potties on the ground before boarding because there is no restroom on the caboose. There are radios in the cabooses for contacting the conductor. When the train returns to Sunol, thank the passengers for riding with us, remind them to take everything that belongs to them, clean up the car after they get off to ready it for the next day, and you can get off the caboose and go home. Any garbage should be taken to the train to be thrown away at Brightside.

If working both cabooses, you can drive to the individual locations but you may hit traffic going from Fremont to Sunol at 6:00, or arrive at Brightside before the train leaves at 3:00 to board there. Then your car will be there to leave when the train gets back to Brightside at the end of the night, and you can eat dinner with the

other volunteers on the train ride from Fremont to Sunol between 6:00-7:00.

During the "empty of passengers ride" from Fremont to Sunol each night (6:00-7:00) is when the train volunteers who work both trains eat dinner so they are ready to go again for the 7:30 Sunol ride. We have volunteers who make dinner (2 crock pots for the train and 1 for the Sunol depot) each night so if you would be interested in doing that you can sign up online also. You would save and turn in your receipts to get reimbursed for the food ingredients. We've had soups, stews, chili, hot dogs and beans, spaghetti, whatever can be heated in a crock pot and these would be delivered to the Niles Station and put on the train around 3:30 when the train gets there. People usually bring the food in containers and then the snack bar people put the food in the lined crocks to heat during the 4:30 ride and the food is ready for our volunteers to eat at 6:00. Crock liners are so good for making clean up fast and easy. :) You can turn in your receipts to the ticket agent or mail to our treasurer. Send to Niles Canyon Railway Treasurer, P.O. Box 515, Sunol, CA 94586. Be sure to put your name and address in the note with the receipts.

Parking lot helpers are also needed for our Niles/Fremont Station or our Sunol Depot. The hours for the 4:30 train in Fremont would be from 2:30 until 5:00. Volunteers direct passengers where to park and to back into the spaces so it's easier and safer to leave after the ride. The hours for the Sunol 7:30 train would be 5:30-8:00.

If you have questions or need help signing up, please contact:

Dave Hipple at:
dave.hipple.live@gmail.com
or

Donna Alexander at:
station-agent@ncry.org

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Niles Canyon Railway Train of Lights in Sunol.