



THE CLUB CAR



Bulletin 730

Pacific Locomotive Association, Inc.

June 2024

Contractor Finishes Up Final Trackwork East of Verona



Michael Strider photograph

Both tamper and regulator getting serviced at Verona.

IN THIS ISSUE

- 4 President's Report
- 6 Along the Right of Way
- 13 Brush Cutting Report
- 14 Treasurer's Report
- 15 4th of July Picnic Flyer

After a slow start during the week of April 17th, RailWorks, our Contractor, hired to provide the final horizontal alignment and ballast dressing of the track east of Verona, finished their work on Wednesday, May 22. RailWorks started the process of providing the final horizontal alignment with one of their production tampers which is capable of dialing in any set radius curvature as well as make a crooked line go straight. Our build east track crew did

all of the preliminary work including setting the track elevation, tamping, hardening track (setting and spiking cross-ties) and providing the ballast in preparation for RailWorks to fine tune the track. After several days in April the track did not get completed, mostly due to mechanical issues with their equipment. So RailWorks crew came back May 21 to finish the job and after two days the track looks better than the

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

JUNE 14
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
will follow the Members Meeting

Any Volunteer can submit
an article and photos of
work being performed
on the railroad.
Follow instructions below

CLUB CAR ARTICLES

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

Send email to:
clubcar@ncry.org

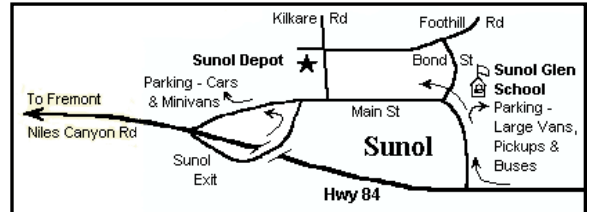
A **WORD** file with the photo number,
description of photo and
identifying the people in them

IS REQUIRED.

BOARDING LOCATIONS

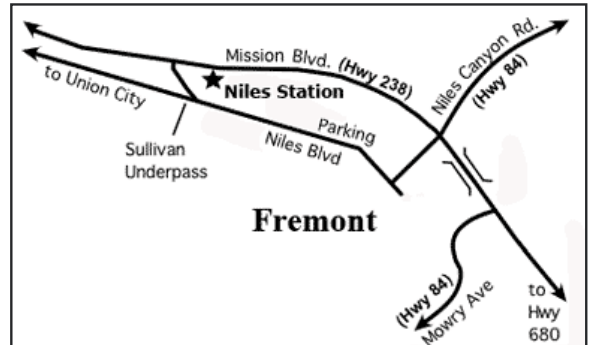
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



===== 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 Siegarth
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. at the Veterans Memorial Hall in Niles at 37154 2nd St (corner of 2nd St and E St). 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

JUNE SCHEDULE

June 1	Saturday	Track Building East	Brightside	8:00 am	-	Mike Strider
June 2	Sunday	Wine Train	Sunol	1:00 pm	-	Doug Debs
June 5	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas
June 8	Saturday	Regular Train Operation	Sunol	10:30 am & 1:00 pm		
June 9	Sunday	Regular Train Operation	Sunol	10:30 am & 1:00 pm		
June 12	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas
June 14	Friday	General Meeting	Veterans Hall	5:30 pm	-	Henry Baum
June 15	Saturday	Regular Train Operation	Sunol	10:30 am & 1:00 pm		
June 16	Sunday	Regular Train Operation	Sunol	10:30 am & 1:00 pm		
June 19	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas
June 19	Wednesday	Brush Cutting	Brightside	7:30 am	-	Mark Whitman
June 22	Saturday	Brush Cutting	Brightside	7:30 am	-	Mark Whitman
June 26	Wednesday	Maintenance of Way	Brightside	7:30 am	-	Ron Thomas

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,849 volunteer hours for the month of April. Volunteer hours should be reported to Charlene Murrell @ volunteer-hours@ncry.org. Train Crew hours will continue to be collected directly from the log sheets. Please PRINT CLEARLY!

Administration

Bob Bradley
Charlene Murrell
Charles Franz
Chris Hauf
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Rich Alexander
Stephen Barkkarie

Archives & Library

Brian Hitchcock

Car Department

Bruce Burke
Dennis Mann
Elizabeth Regan
Garon Michaelis
Greg Gleeson
Joan Weber

Car Department

Norm Fraga
Phil Stone
Steve Brown
Steve Van Meter
Tom Crawford

Commissary

Bonnie Harrington
Daniel Mills
Jack Harrington
Jacques Verdier
Ron Hook
Sally Mills
Sue Thomas

Docent

Jim Evans
Jim Stewart
Randolph Ruiz

Electrical & Signals

Bent Christensen
Curt Hoppins
Jacques Verdier
James Moon

Electrical & Signals

Jim Stewart
Joe Romani
Sarah Frtz

Facilities

John Zielinski

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Bill Stimmerman
Chris Hauf
Dylan Olson
Gerald Dewitt
Gerry Feeney
Howard Wise
Jeff Haslam
Justin Legg
Karl Swartz
Linda Stanley
Matt Cavanaugh
Sarah Frtz
Steve Jones

MOW & Track

Bob Bailey
Brad Jones
Chris Campi
Chris Hamilton
Dee Murphy
John Zielinski
Jordon Hamilton
Mark Whitman
Matt Petach
Mike Pechner
Mike Strider
Peter Schulze
Ron Thomas
Sarah Frtz
Steve Hill
Steve Knoeck
Trevor White
Wesley Van Osdol

Other

Adam Wiedenbach
Barry Lependorf
Bob Bailey
Bob Moore
Bruce Burke

Other

Chris Chisom
Curt Hoppins
Dee Murphy
Dennis Mann
Doug Vanderlee
Garon Michaelis
Gerald Dewitt
Jacques Verdier
Jim Stewart
Joan Weber
John Abatecola
John Cavanaugh
John Zielinski
Linda Stanley
Mark Whitman
Marshall Williams
Norm Fraga
Patrice Warren
Richard Brand
Rick Cory
Roger McCluney
Ron Thomas
Steve Jones
Steve Knoeck
Steve Rusconi

Other

Tim Bennett
Zonker Harris

Train Crew

Albert Oh
Brad Jones
Chuck Kent
Dylan Olson
Garon Michaelis
Jackie Vlasak
Jason Pate
Jeff Schwab
Jim Stewart
Jon Williamson
Justin Legg
Logan Rubasky
Mason Denton
Michael Stockwell
Patrice McDonald
Raymond Swift
Sanjay Bhandari
Sarah Fritz
Steve Knoeck
Ted Unruh
Tim Flippo

President's Report

Henry Baum - President

The Pacific Locomotive Association, Incorporated, or as we know it, the PLA, is a California Corporation governed by a very specific set of unique by-laws and managed by a very specifically defined Board of Directors. That Board of Directors, working within the by-laws, sets the tone and the direction of the organization. One of the ways the Board does that is by developing a set of policies that all members of the organization are expected to adhere to and follow. These policies are constantly updated to reflect the changing of societal norms and to ensure that our members are all treated equally and fairly. These policies may also extend to our dealings with those outside the organization, such as passengers and vendors for example.

Each year, when a new Board begins its term in July, I have hosted a Board retreat where the Board members review the policies and decide if changes need to be made. No actions are taken, but new policy verbiage may be decided upon, or assigned to a Board member for further development. The actual updated policy document can then be voted on by the entire Board of Directors at a future Board meeting for adoption. Similar activities happen to approve the budget, which is put together by the Treasurer and reviewed by the Board members. The retreat is a good place to discuss needs and wants, and to bring new Board members up to speed.

Our Board of Directors has a long history of making difficult decisions, some of which turn out to be enlightened and others turn out to be missed opportunities. When I first became President, one of the statements I heard from members many times was the Board acted following a Ready, Fire, Aim methodology. I am happy to say that is no longer the case. The Board takes the time to study any proposal beforehand, and then the motions made at Board meetings pass easily, usually unanimously.

None of this can happen without the support of the voting members. Being a voting member requires the member to meet a fairly simple list of requirements, and then apply for a change of status. The other voting members vote to accept or reject the proposed new member. Voting members must also meet the requirements to remain a voting member, as it is not a permanent distinction. (our by-laws allow for a permanent status change, but that is another story). The important thing here is that our voting members are an important part of our organization's governance. The other reason to be a voting member is that makes you eligible to run for and be elected to a seat at the Board.

Our by-laws complicate this by having voting members run for specific positions on the Board. President, Vice-President, Treasurer, Membership Secretary and Recording Secretary are the specific board positions. A few years back, the by-laws were amended to create three at-large board positions, that do not have specific duties or roles assigned to them. This allows voting members to have a seat at the table without standing to perform a specific set of tasks. In other words, folks can be on the Board without a definite commitment. This is not to say the Board members cannot delegate the at-large Board members to perform a certain task or allow the at-large Board members to champion a specific cause. The intent is just that, to offload some of the burden of managing the organization from the shoulders of the defined jobholders.

Every year our nominating committee polls all the current voting members to see if any wish to stand for any of the elected positions, either defined or at-large. This year, again, the incumbents agreed to stand for re-election except for the position of President and Treasurer. The incumbents in both of these positions announced a long time ago that they would not be seeking re-

election this time around. Luckily, the nominating committee was able to find a candidate to stand for the President position but was not able to find any voting member willing to stand for the position of Treasurer. I am unclear if the voting members think the job is too difficult, or requires skills they cannot easily develop, but apparently being on the Board intimidates people. Should it? Of course it should. We are a million dollar Corporation, with a lot of responsibilities to our members and our community. When you ask to become a voting member, one must seriously consider the need to stand for a Board position somewhere down the line. But one should be willing to dedicate some part of your volunteer time managing your organization. You can't screw up too bad, as your vote is just one of 7, so even if you vote wrong, 3 other members need to vote wrong with you. And that by definition, makes you right. So, I want all voting members to begin thinking now about dedicating some time to stand for a board position next time an election comes around, which will be next May. And just because you were on the Board before doesn't mean you can't be on it again, although it is only fair that all voting members get a chance to serve the organization.

I mean, I was on the Board 3 times, once as Vice-President for several terms, once as President for one-term, where I pissed off too many people but learned how to do things better, and then again this time as President, for more terms than I can count. If I could do it, so can you!

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
President

Hazmat & Commissary Report

Doug Debs

COMMISSARY

Beer on the Rails Sunday May 5:

This is the first time we've operated a beer-tasting train on Cinco de Mayo. We found that most small breweries were serving other events that day. Thanks to CA Draft Tech for renting us beer-dispensing equipment, and training our certified Responsible Beverage Servers how to use it.

This train featured eight tasty beers from Jack's Brewery (Fremont), Shadow Puppet Brewing (Livermore), and Alpha Acid Brewing (Belmont). We sold out the train, 176 passengers.

On Saturday, May 4, the weather was cold, raining and windy. By Sunday noon, it was much warmer, blue sky, and only a light breeze... perfect for a beer tasting train! Everyone had a good time, a great lunch and live band.

Many thanks to all the volunteers that made this a very successful and profitable event!

The beer-tasting trains on August 4 and September 1 will be the same, except that other interesting local breweries and beers will be featured.

JULY 4th!

Features a morning train ride, followed by the famous July 4th barbecue picnic lunch at Sunol Depot Gardens. Members, family, and their invited guests are welcome. Details in attached flyer.

We'll set up pop-up canopies, tables, and chairs at 1:00pm Wednesday, July 3. On Thursday, July 4, we'll start 8:30am to set up the serving area, start the barbecue, shuck corn, slice melons, etc. Volunteers are always welcome for any part of this you'd like to help with!

Contact Doug Debs
Commissary Mgr.
cell 650-704-1487

HAZMAT

Hazmat Sheds #1 & #2

Now have PG&E-powered interior lights! (Light switches are on the outside of the buildings, not inside. Look for the new yellow signs.) Bob Bradley led the team that finished electrical connections to the sheds. Tim Bennett loaned us the critical equipment needed, showed Bob how to use it, and moved the job along. Bob Bradley, Tim Flippo, Chris Campi, Rich Alexander, Dylan Olsen, and Steve Barkkarie completed the job. Well done!

We'll also install exterior LED floodlights for better safety during ToL.

KITTENS

READY FOR FOREVER HOMES

A female cat "adopted" NCRy Niles watchman Bob Bailey. 7 healthy kittens were born on April 3. Bob's cat is a good mother. The kittens will be ready to move to forever homes on May 29 (at 8 weeks old). Please contact Bob Bradley 408-835-7199 for more information.



Bob Bradley photograph

Kittens at age 6 weeks.

Membership Report

Rich Alexander - Membership

New Members:

Barbara K. Beach; Chloe Borlandelli; Mathew Borlandelli; Amber Bryce; Joseph M. Bryce; John T. Foster; Jaspinder Kaur; Vijit Singh Kharbanda; Lindsey Knight; Jennifer Kolby; Johathan E. Kolby; Benjamin Lapp; Emily Weiss; Levi Weiss; Michael Weiss; Bill Wissel.

Dylan Olson is our latest member to become a voting member.

Sarah Fritz and Brad Jones have requested to become voting members. The board will act upon this at the next meeting (6-14-2024) and then it will go before the Voting members at the following meeting (7-12-2024).

Also, many of you still send PLA/NCRy business email to my personal address (alexzoo). I do not look at that account for membership items. When Donna sees them, she then forwards them to the Membership email account (membership@ncry.org). This slows up the response time. So please use the membership account (membership@ncry.org) to send emails concerning PLA/NCRy business.

Rich Alexander

Membership Secretary

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

Along the Right of Way

Stephen Barkkarie - General Manager

Here we are coming up to the middle of the year on the calendar and the end of the year for the PLA. That brings us to a new budget, board of directors' elections and the summer operations in full swing. We continue with spring cleaning around the yard and chipping away at the long list of projects in various stages of completion. It is fortunate that the days are getting longer because time is precious and, because we always strive to work smarter rather than harder, we are accomplishing a lot with fewer volunteers thanks to our variety of machinery.

Maintenance crews have been busy with upkeep along the line. Ties are replaced nearly weekly and as the weather warms, we are constantly monitoring rail joints that become more active in the summer months. MOW also has been working to clear out debris from the last two years' monsoons. Crews had to literally crawl on hands and knees to clear rocks from under cars at the Spot siding which needed to be done to access a couple of the cars that have been in long term storage there. (For example, the old half-flat #8540 which has been tagged for deaccession and our Army boxcar that contains important restoration parts.) Storm debris piled along the Big Curve has finally been cleared to make room for the wildflowers to grow and downed trees are now bucked up for firewood. The same area received another round of tie replacements and will also be a great place for some of our recycled ballast from Santa Clara VTA. Although we have a crack inspection team, we all keep an eye on our track and one of our newer members, Sarah Fritz, spotted a pair of broken bolts before anyone else and crews promptly replaced them. (With jointed rail, the gaps between rails can move a lot with changes in temperature and the crew had to wait for the rails to reach the just right temp to align the holes. This



Stephen Barkkarie photograph
Chris Campi runs forklift to load ties.

took several trips to the joint at different times of day.)

The battle with fast-growing vegetation never ends and in fact as we lay more track the job only gets bigger because the right-of-way ahead has not been maintained. Because we will soon have track on the Pleasanton-Sunol Bridge, we took bids to remove trees from around the bridge before there are rails. Seems like in the future we will need to engage more contracted help with this labor-intensive job. Our volunteers work very hard to stay ahead of the foliage and we use machines now to do the hardest job of dragging brush to the chipper, but it is still like shoveling sand against the tide.

In Brightside car repairs are going forward both with our member volunteers and this year we are getting help from a group of students from a local college who are studying welding. They want to apply their classroom learning to the real world. We met with a dozen interested students from Las Positas College at a yard tour mid-



Stephen Barkkarie photograph
New MOW Compressor.

May and there was a lot of excitement about the opportunity on both sides. The first group dipped their toes in the water and begun cutting away rusted out window frames on the WP 315 coach windowsills. When classes end at the end of June, we expect a larger turnout, and some real repairs to commence. I have high hopes this will be the beginning of a great relationship and will lead to a new crop of skilled volunteers.

Several years ago, storms took out the overhead power lines that fed the West end of the yard and we undergrounded the supply to Blake's Palace dispatch office and MOW sheds, but we never reconnected the Hazmat containers. They have been running on extension cord until now. A new member from Sunol, Tim Bennet, owns a mini excavator he loaned us for the job and finally full power is back to those areas. At Last. (Tim said he was going on holiday for two weeks and we could use the machine while he was away, so we plan to do so.) The little machine

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

has a “thumb” attachment which makes it very useful for handling old ties (of which we have many). They are scattered all over Brightside and often hard to reach, but with a mechanical hand they are much easier to collect. Also, we now have a debris box service for disposal of treated wood provided by neighbor FERMA in the quarry next door. So, putting two and two together we got an empty container and started cleaning up dead ties. Using the little excavator to pick up ties, hand them to the forklift, and then give them to the backhoe or tie handler for placement in the box. Smooth like butter. We filled one box, called for another and, because their yard is right next door, we had a replacement in less than thirty minutes. Tie disposal has always been the bane of railroading, but with a service like this you have a fixed cost per tie and no stockpiling, loading, trucking and disposal costs that can be all over the place. I have been dreaming of this for years and I can see the time when we pull out a tie, put it in a box and we're done.

Lastly, you may remember our ex-military surplus air compressor gave up the ghost last year by putting a connecting rod through the block while blowing mud off ties after a flood. We have been without compressed air since, and you don't know what you have 'til it's gone. We approved funding for a new one, but local suppliers told us they were sixteen weeks backordered. Yikes, four months! Fortunately, our stalwart treasurer, Pat Stratton, searched around and found



Stephen Barkkarie photograph

Matt Petach, Sarah Fritz and Ron Thomas.

one in-stock in Corona, CA (about 7 hours away) and arranged a delivery in a week. We just recently received our shiny new sexy replacement skid mounted unit and Chris Campi has adapted the tool car to accept the new one. Now we are back in business, air wise.

These are a few of the highlights from

the last month, and as anyone who listens to my board reports knows, there is a ton more going on every week. You know, like running the actual railroad. So, lend a hand, lend an ear, or give a dollar we can use your support.

Stephen Barkkarie.
General Manager



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>



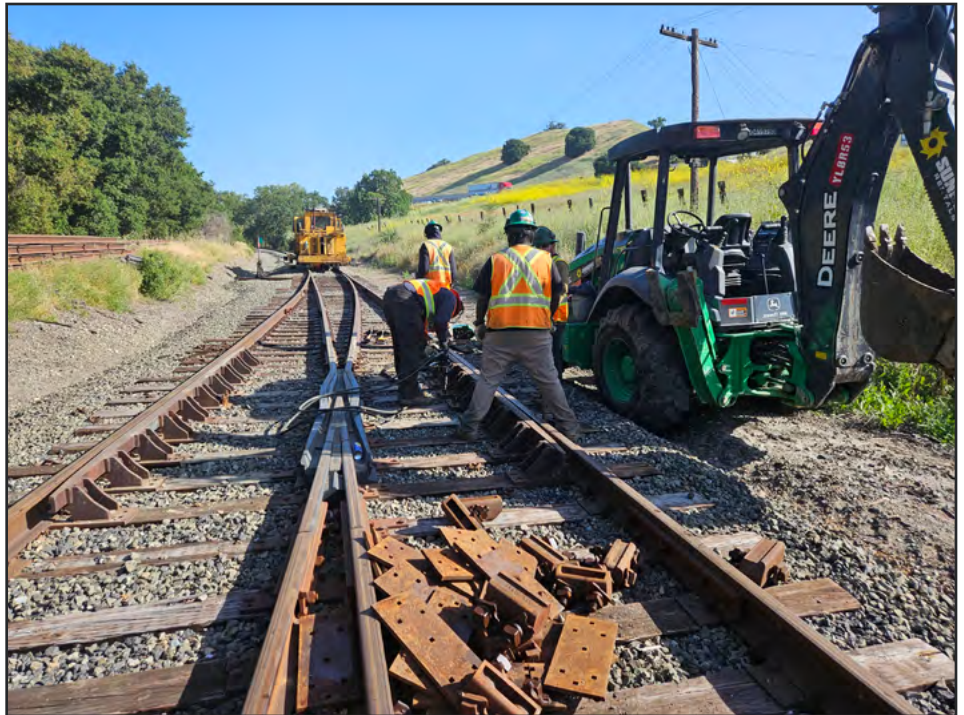
Building East

Mike Strider - Chief Engineer

Continued from Page 1

mainline track that used to be in place under Southern Pacific's ownership. While the production tamper worked its way from Verona east, the Contractor's ballast regulator did its magic on the shaping of the ballast and cleaning the rock off the ties. Lots of rock had to be moved to even out some of the overfilled locations so that the thin spots of the ballast shoulders could be built up. After many iterations with the tamper in setting the correct alignment, the ballast regulator was the last piece of machinery to make the dressing of the ballast look clean and balanced.

Also on May 21st, and as part of this project, an additional crew worked



Michael Strider photograph

RailWorks crew removing high profile guardrails.



Michael Strider photograph

Production tamper at east end of the long tangent, looking west.



Michael Strider photograph

Finished installation of stock guardrails at Verona.

Mike Strider - Chief Engineer

on the switch (turnout) at Verona to replace the “high” profile guard rails with standard guard rails (using stock 136 RE rail) and blocks. This was done to insure that steam locomotives non-flanged wheels as well as some MOW equipment don't catch the high profile guardrails that potentially could cause severe damage or derailment.

The tamper operator finished his work early on Wednesday the 22nd, so he worked on two areas of track that needed alignment attention including the straight (tangent) piece just west of the crossing at Pleasanton-Sunol Road, and the curve just west of the Shoofly (East Sunol).

To say the least, the track is in its permanent (finished) condition all the way to the Happy Valley Road Bridge. Now we'll concentrate on our next track building phase east toward the Castlewood Bridge.

Mike Strider Chief Engineer



Michael Strider photograph
RailWorks crew drilling block holes on running rail for stock guardrail.



Ballast regulator brooming the track.

Michael Strider photograph



Production tamper and regulator working in tandem looking east.

Michael Strider photograph

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale: **SN 2302, A CAR THAT HAS BEEN AROUND THE BLOCK A FEW TIMES**

This month's tale is on a lonely decaying boxcar sitting in the weeds on a storage track at Brightside Yard on the Niles Canyon Railway. It is like other cars in the same situation. It is waiting its turn to see some attention brought to it. The car should! The car was built at the Mount Vernon Car Manufacturing Company in 1918 as a 40 foot wood, inside braced single door boxcar with a load capacity of 100,000 pounds.

The boxcar was built new for the Western Pacific Railway as WP 318387 and saw operation on the railroad. Then in 1947, the car was transferred onto the Sacramento Northern Railroad as SN 2302 which was the second one in the series received by the SN and the first one in series with Dreadnaught ends. In 1964, the car was reassigned to MW service and was renumbered MW 02302 and remained on the Sacramento Northern Railway. Then, in 1974, the car was retired and sold to Tracy Railcar to be disposed of. Instead of going to the scrappers, it was resold to a shopping center development in Alameda known as "The Factory" for use as a boutique circa 1974/1975. Those cars included ex-SN boxcars MW 92,02302, 02312, 02313 and 02326. When that development was discontinued, the cars were once again up for sale. Box car ex-SN 2302 was acquired by a private owner. "Rumor has it that the owner of the car in the Berkeley Hills won the car in a poker game in 1979". No matter how it was acquired or from whom, it was saved. It was moved to his property in Berkeley where it became a storage shed completely intact and remained that way until 1994.

This is where this tale begins. It seems



SN 2302 still in service on the railroad. The overall condition of the car was still looking pretty good.



Dexter Day photograph

SN 2302 being delivered at Brightside.

that this lady just lost her husband and was selling her property so she can move closer to her children. Selling the property wasn't the problem, that would

be easy. It seemed that her husband had this workshop on the upper level of the property which was explained to us as a railroad car and she wanted

Dexter D. Day - Operations Manager

to know if the Niles Canyon Railway would be interested in it. She wasn't sure what to do with it and a friend told her about our railroad. I told her that we would come out and look at it. When we saw what the car was, one of five wooden SN boxcars that we thought still existed in one piece. We definitely were interested in getting the car. The question was how do we get it out of there where it was. It sat on the top tier of a three tier type property. It got up there, we should be able to get it down.

I called Trost Heavy Haulers which have done work for the NCRY before. Ernie Fountain met me out there and looked over the car where it sat. He said no problem, we will move it Tuesday. I was a little late getting out there because of traffic. When I got there, Ernie had the box car down onto the street which was a steep hill. The car was angled and ready for hook up. How he did it, I don't know, but the car was moved to the NCRY where it went through an unloading process.

Once back on the car's trucks the brakes were reattached. We decided to hook up the air hoses and see if the brakes still worked. We gave the signal to set the brake after the car was aired up. The brakes actually set. Better yet, they released. Amazing considering the last time the brakes had worked on this car. Out of the remaining cars that were on the SN of this class of car, the Fillmore & Western uses SN 2326 in its



Dexter Day photograph
SN 2302 sitting on NCRY rails. For a car that was built in the 1930's, it doesn't look that bad.



SN 2302 today as it looks sitting at Brightside. It is starting to show age from the weather.



Dexter Day photograph
SN 2302 sitting in the sun. The weather is starting to deteriorate the car.

movie train. SN 2346 is at the Portola Railroad Museum, SN 2314 is at the Western Railway Museum at Rio Vista Junction, SN 2350 at the California State Museum in Sacramento and now rides on arch bar trucks that came from SN 2313 when that car was junked after "The Factory Failed". SN 2310 went to a private owner near Diamond Springs. These cars are approaching

the upper end of their life span without some help.

There are very few of these cars left and the clock is ticking. SN 2302 is now 106 years young. This car is the second in number of the cars that were received from the Western Pacific Railroad for the Sacramento Northern Railroad. The boxcar is still standing

Continued on next page

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page
on its original trucks in our yard and it still looks like a wood, inside braced

single door boxcar for now. Weather is beginning to take its toll.

With that said, another tale comes to

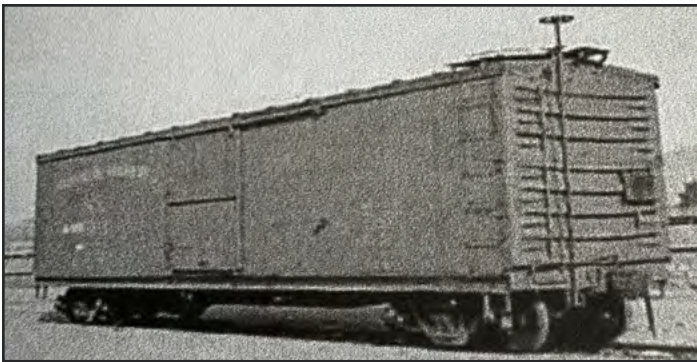
an end.

Dexter Day

Operations Manager



SN 2301 was the first car to be received from WP. The car was the only one with Murphy-ends. The rest of the 28 new cars starting with SN 2302 had Dreadnought ends.



SN 2302 still looking very healthy in Service.



SN 2314 on the Portola Railroad Museum in good shape.



SN 2350 sitting at the Western Railway museum in Rio Vista. As shown, weather does take its toll.



SAC Northern wood cars document photograph
SN 2333 is shown here with wooden ends which were once common on this class boxcar.

NILES CANYON RAILWAY

Brush Cutting

Mark Whitman

On Wednesday, April 24 starting at 8 o'clock in Brightside, we loaded up the work train with our tools. We took the work train, tie handler, bucket truck, backhoe, and locomotive to move the rail cars parked on the siding east of Bond Street. We continued trimming along that siding of work we started last month. Today we had a large crew of nine people. Of which only two were younger than 50 years old. Everyone else was at least sixty-five or older. We

sure could use more young people. The crew today consisted of Adam Weidenbach, Pat Stratton, Bob Pratt, Steve Meyer, Brad Jones, Sarah Fritz, Wes Van Osdol, Ron Thomas, and Mark Whitman.

On Saturday, April 27 at 8 o'clock Ron Thomas and Mark Whitman did not know if we would have enough people to take the rolling stock out of the yard to complete work that day. Luckily, John Zielinski and Sara

Fritz arrived. We decided to go to the very west end of the curve leaving Brightside. We worked our way east trimming trees that required the bucket truck. This is an area that we went through approximately three years ago removing trees and brush that we could only reach from the ground. We completed this work up to Estates Crossing just west of Brightside.

Mark Whitman

----- YV 330 Charter Train -----



Christopher Hauf photograph

A charter using Clover Valley Lumber Co. #4 and Yosemite Valley #330 deadheads to Sunol.



Christopher Hauf photograph

YV #330 pulls up the markers on the charter special.

----- Relay for Life -----



Last month's Relay for Life - American Cancer Society fundraising train, was a BIG success. As the PLA donated the train and all volunteers, every dollar of the money raised goes directly to the American Cancer Society to help fight cancer. It is one of the most worthwhile community service activities that the PLA is involved with and a cause that is close to home to many of our volunteers. A BIG thanks to everyone who was involved with making it happen. It was a success because of you!

The train crew (left to right): Mark Miller, Ed Best, Ron Thomas, Sarah Fritz, Mike Stockwell and Jorg Linke.

Treasurer's Report

Pat Stratton - Treasurer

Our balance sheet is holding up well. We have solid cash going forward. We have no long-term liabilities. Our Endowment Fund returns continue to trend upwards. That said, we have significant expenses just ahead.

Start with next year's insurance premiums - last year they were over \$60k; this year we can't even guess. When Railworks satisfactorily completes surfacing work on the east end later this month, we will owe them nearly \$70k. Depending on our decision tonight we may soon have a major cash draw - upwards of \$100k - to deal with the steam crane we own that resides at CSRM in Sacramento but needs to leave there soon.

I'm considering closing out our Stock Account at Wells Fargo. Its value is a roller coaster that isn't that much fun to ride, never stops, and is bringing us limited earnings - about \$100 a month in dividends. And who knew our big player, Starbucks, would have another identity crisis? With CD's paying 5% and no principal at risk, why suffer? Oh, and our CD's have earned us \$34k this fiscal year.

Good news! There is one tax break remaining for regular people:

If your IRA, 401(k), or other retirement plan requires that you make "required minimum distributions" (RMD's) that are taxable, you can contribute directly to the PLA from your plan using a Qualified Charitable Distribution. Your QCD will reduce your taxable RMD by the amount of your contribution. Contact your Plan Administrator to initiate a contribution by QCD. They can be one-off or periodic. If details of the PLA as recipient are needed, contact Treasurer Pat Stratton at treasurer@ncry.org.

We are doing well with income, running our two weekends a month with both steam and diesel. Let's hope the problem with steam locomotive Clover Valley #4 doesn't affect this. Both our operating income and donations received are about the same as they were last year at this time, and our expenses are a little less than last year at this time, so our net income is \$76k ahead of last year.

It is time to begin work on the budget for next year. Managers should start thinking about this; I'll contact you in early June for details and discussion. I encourage you to be realistic about what your group can get done during the fiscal year. Consider all elements: cost; volunteer resources; outside contractor availability; and schedule. I would like to avoid a budget deficit even though we may have the cash to cover it. A running deficit on our budget report provides no internal financial information and needs constant explaining because it looks initially like we are operating at a loss when we aren't.

The financial audit is complete. The PLA books and records received a clean audit opinion. Information reports - Federal Form 990; and CA Forms 199 and RRF-1 - have been filed with the respective government agencies. The PLA Board has had an opportunity to review this material, and having heard no questions or comments from them those forms will be available for review by members on the member website later this month.

A note to those who use the PLA's local vendor accounts to make purchases of supplies and materials: at checkout, always give the clerk - even if they don't ask for it - your name (because I can't read your signature) and the name/number of the equipment or structure you are working on. Also

don't use speedy extra-cost shipping unless it is an emergency - particularly if you just forgot to order it. It's best to just plan ahead. And for those who purchase inventory for the Gift Shop, and who purchase food and drinks for Commissary sales, these products are for resale and therefore should be purchased free of sales tax.

That's all for now. If you were hoping for respite from my financial reports, you had better sign up now for the eclectic position of Treasurer. Otherwise it may be more of the same from me on a month-to-month basis. Call Ed Best to sign up.

Want Ad - Remember our request a year ago for plastic 12" x 12" x 10" sturdy milk containers? We received quite a few of them, thank you! However, we can use more of them if you have any left available to donate. Contact us or bring them to Brightside Yard.

Let me know if you have questions or comments.

Pat Stratton

Treasurer
treasurer@ncry.org
650-888-8619

You may not know this

If you contribute appreciated stocks, bonds or mutual funds to the PLA, the total value of the security on the transfer date may be tax-deductible to you. And, you aren't required to pay capital gains taxes on any appreciation. This can be done easily and securely via the PLA's account with Wells Fargo Advisors. Contact Treasurer Pat Stratton at treasurer@ncry.org for additional information.

Niles Canyon Railway July 4th Train & BBQ

Join us in beautiful Niles Canyon on

Thursday, July 4, 2024

to celebrate the 4th of July with a train ride from Sunol Depot and then a BBQ in the Sunol Depot Gardens.

Bring your family, partner, friends or potential new members to experience vintage railroading at its best!

Ride the Train, then enjoy the Feast

Train departs 10:30 am, we eat at 12:30 pm

Please bring your own folding chairs & table if possible



Feast! Enjoy grilled tri-tip, chicken, mild Sicilian sausage, hot dogs, artisan cheese, Brentwood corn on the cob, watermelon, Italian bean salad, potato salad, bread & butter, fruit, wine, beer, sodas, water, iced tea and more!



Please Volunteer!

- Set up the day before,
- Prep, cook and serve, or
- Fold up tents and tables afterward.

SIGN UP ON MEMBERS'
WEBSITE OR CONTACT
DOUG DEBS: 650.704.1487
dougdebs2472@yahoo.com

Tickets: Order by June 23:

Members - \$15, Guests - \$20, Kids 5-12 - \$10.

Order after June 23:

add \$5 per ticket.

Tickets will be held at the Sunol Depot ticket window.

Members: Go to ncry.org > About > Member's Website > Login with username & password > Members Only > Calendar > July > "4th of July Members Picnic" > Register Now.

OR mail your check payable to NCRy to:
NCRy July 4th, PO Box 515, Sunol, CA 94586-0515.

Ticket Info: Donna Alexander

510.996.8420 | station-agent@ncry.org

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



Christopher Hauf photograph

At just over 100 years old, Clover Valley Lumber Co. #4 rolls under an overcast sky on a cool April morning as it deadheads to Sunol to pick up its first passengers of the first and sold out steam Sunday of April.