



THE CLUB CAR



Bulletin 737

Pacific Locomotive Association, Inc.

January 2025

Yosemite Valley Observation car #330



Claudia and I decided to take a trip to Yreka and at least clean up the 330. The pile of garbage to the rear of the car was non-railroad debris cleared out of the car during cleaning. It nearly included the front door of the 330, but Claudia insisted it might be part of the 330, and it was! The restaurant colors were laughable, and I couldn't stand to move the car in that condition.

In early 1995, my friend Jack Burgess of YV fame called to lament the Yosemite Valley Observation car #330 was probably going to be lost. It was being offered to museums free of charge, but no one was biting. The Yreka city manager Larry Bacon

contacted Jack to offer it (it pays to have a presence!). Having loved the YVRR since my first visit to Yosemite, my wife and I decided to join Jack on a lark to Yreka to see the 330. In my mind, I thought it would resemble its "picturesque grace" as author Hank Johnston put it, but reality at the first glance soon brought my mind back to planet earth. The car lay sagging across two decrepit stacks of ties where trucks once were. Hideously painted in gray, white, red and blue, it had remnants of tattered blue tarp draped over its roof. Inside was a shambles, and signs of teenage drinking parties completed the picture. It had been raining heavily, but a brief respite of sunshine during our visit was most appreciated. The stained glass was mostly rocked out,

but still you could envision its original opulence. While standing on the rear deck, some of the tattered tarp lazily wafted through the missing window, invoking an ethereal aura that only needed a ghost piano playing in the background. Probably that more than anything caused Claudia and me to decide to save the 330. Directly across from the front end of the car was a corrugated metal tower used by the local fire department for training. Such was the fate of the 330 if we didn't take the plunge. If I was a real storyteller, I would say we made the decision right there, but we labored months to do it.

We did schedule a return visit in June with the decision still in the balance. Larry Bacon was asking for

Yosemite Valley continued on Page 8

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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

**FRIDAY
JANUARY 10
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)

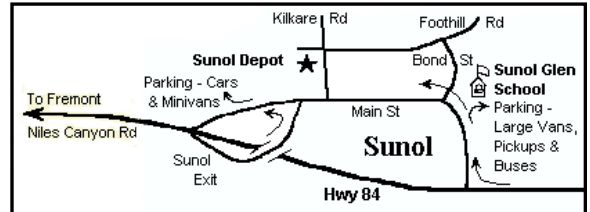
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Board of Directors Meeting
following the Members Meeting

BOARDING LOCATIONS

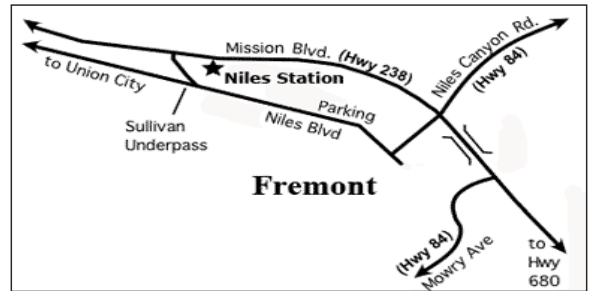
SUNOL DEPOT

**6 Kilkare Road
Sunol, CA 94586**



NILES STATION

**37029 Mission Blvd.
Fremont, CA 94536
(Niles)**



===== BOARD OF DIRECTORS =====

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Member Communication.....	Linda Stanley	Train Master.....Mark Miller
Museum Curator.....	Dennis Mann	Volunteer Coordinator.....Ed Best
		Yardmaster.....Stephen Barkkarie

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** format.
Submit photos in **jpg** format.

The photo should have a caption/
description identifying the people
or item in it. A photographer credit
should also be included.

Submit in **WORD** format.
(All captions on one page)

Send email to:
clubcar@ncry.org

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

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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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 SCHEDULE

January 10

Friday

General Meeting

Veterans Hall 5:30 pm

Tim Flippo

Happy New Year!

Our trains will start running again on the Second and Third weekends beginning in February.

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 4,591 volunteer hours for the month of November. Volunteer hours should be reported the Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from the log sheets in Blake's Palace. PLEASE PRINT CLEARLY on the LOG SHEETS. If I can't read your name, you not get credit for your hours.

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Jackie Vlasak
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Kent Hedberg
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Stephen Barkkarie
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Bob Pratt
Brad Jones
Charles Navarra
Chris Berwick
Chris Campi
Chris Hamilton
Greg Gleeson
James Moon
John Zielinski
Jordon Hamilton
Mark Whitman

MOW & TRACK

Matt Petach
Pat Stratton
Ron Thomas
Sarah Fritz
Steve Hill
Steve Knoeck
Steve Meyer
Wesley VanOsdol

OTHER

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Bob Gilbert
Bob Pratt
Brad Jones
Curt Hoppins
Dalip Bahati
Dee Murphy
Hal Briar
Jacques Verdier
James Moon
John Link
Kent Hedberg
Mariam Whetzel
Mark Whitman
Patrice Warren
Peter Midnight
Roy Heavilin
Sally Miles
Sarah Fritz
Steve Jones
Steve Knoeck
Steve Miller
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Logan Rubasky
Mark Miller
Mason Denton
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Ron Thomas
Sanjay Bhandari
Sarah Fritz
Stephen Fares
Steve Barkkarie
Steve Knoeck
Tm Flippo

President's Report

Tim Flippo - President

By the time you read this we will have made it through another season of the Train Of Lights.

As always it had some challenges. With our wonderful volunteers we overcame the challenges and made it through. Congratulations and thanks to every one of our volunteers. Now it is time to put the yard back in order. Also, put the regular operating train back together for the season and take the decorations down and put them in storage till next September. For 2025 I am going to try to work it out that the M200 will go east to the end of track on operating days and the Harvest Moon train will return to take an evening run to the east end of our track.

Tim Flippo
President

Membership

Rich Alexander

New members: Sam Azevedo; Alexandra de Rienzo; Cara Schott.

It has been a busy month with the Train of Lights going on. Too many things to do and not enough time. By the time you read this we should be back to normal.

I would like to thank all those who stepped up to help with the Train of Lights.

There is still some confusion as to how much the dues are. They are \$48.00 for the primary adult, \$24.00 for the secondary adult, \$12.00 for the children. If you choose to send in a check the address is: PLA; PO Box 515; Sunol, CA 94586-0515. Also remember that when you use a credit card be sure to click the final button in the process.

Rich Alexander
Membership Secretary

Hazmat

Doug Debs - Hazmat Manager



Jack Harrington and Bob Bradley. Jack is holding a brake shoe assembly.

Small electric golf carts with cargo beds greatly improve volunteer productivity at Brightside and Niles. No more walking hundreds of feet to get a wrench – zip there with a golf cart instead! They are small enough to fit into tight spaces, turn on the proverbial dime (very important at Brightside), and are low maintenance. Every department uses these carts. For TOL they're essential to carry commissary and gift shop supplies to the train (they fit between the mainline and passing tracks at Brightside). At Niles, a golf cart and mini-trailer carry signs, cones, etc. for the Niles parking lot crew.

In November Bob Bradley, Jack Harrington, and Jacques Verdier completely rebuilt the brakes on the white golf cart. They work great now.

Last year we rented an electric golf cart for TOL because the white cart needed a long-leadtime repair part. Six weeks rental is not cheap! This year we chose to buy a good used Yamaha cart for not much more than last year's rental cost. Having 3 running carts at Brightside really speeded up preparing TOL for the season.

Doug Debs
Commissary/Hazmat Manager

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

There was no Board meeting in December, as is usual for this period when so many of our volunteers are almost daily supporting our holiday Train of Lights event. Can you guess how important this six-week-long series of events is to the PLA's financial health? It accounted for 69% of last year's total revenue from all sources; and 78.5% of our operating revenue.

In November our \$167,380 of operating revenue (by the way, 3 times that of October) came from membership \$3,880 (4 times that of October - most members are on a CY basis for renewals); Train of Lights tickets \$144,240; a pre-payment on a TOL charter of \$21,600; and early

November speeder rides of \$1,540. We also had Sunol gift shop revenue of \$9,573 (4 times that of October); TOL commissary of \$7,500 (again, 4 times that of October); donations of \$10,762 (see the next paragraph); and other income of \$6,826, which included \$6,684 from CD interest income. Total income for the month was \$205,921.

The PLA received donations toward the following: the General Fund, \$4,197; SP1744, \$2,400; Krause Maffei SP9010, \$65; Ranch Car GN1242, \$4,000; and the Loco Shop, \$100. And – Spoiler alert for December: the PLA just received a \$100,000.00 donation from regular supporters of our organization and operations. More on that in January.

On the expense side, our gift shop spent \$1,603; commissary \$9,902; regular train operations \$4,308; and TOL train operations \$17,349. The Steam department \$7,229; the Diesel department \$446; and the Car department \$13,832, almost all of which was on SP1949 seat back re-upholstering.

Other expenses included hazmat and storm water compliance both before and after the County 3-year inspection of another \$6,900 (after an initial \$5,500 last month); the usual utilities (about \$5,900) plus over \$1,400 in hazmat disposal; annual servicing of our fire extinguishers was \$1,950; and purchase of a used utility cart for \$3,194. MOW paid for regular track inspections for \$1,410. Administrative expenses including transaction fees, liability insurance premiums, Club Car printing, bookkeeping, and our General

Management contract were \$20,789 for the month. Total expense for the month was \$100,472.

Looking at our budget compliance, I don't see any problems, although it is a bit early to tell because we are so active financially during December – major TOL revenue and many membership renewals. And whether sales from the gift shop and commissary are high enough to normalize the inventory we amassed in advance of TOL. We should get a pretty good picture later in January after all TOL income and expenses are booked.

All requested preliminary financial information is now in the hands of our Auditors, Regalia and Associates. They will begin their review next week. News from their firm: as of January 1, 2025, our auditor, Rachel Berger, will become a partner in the firm.

If you have questions or comments, let me know.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

Did you know that you can contribute appreciated stocks, bonds or mutual funds to the PLA? When you do the total value of the security on the transfer date is tax-deductible. Also, you won't be required to pay any capital gains taxes on the appreciation. Contributions of securities will be placed in the PLA's managed Endowment Fund, where the principle is invested, and the earnings are only available for non-operational expenses – equipment, restorations, ROW improvements, and facilities. This can be done easily and securely via transfer to the PLA's account with Wells Fargo Advisors. Contact Treasurer Pat Stratton at treasurer@ncry.org

If your employer has a matching gift program for donations to charitable organizations, you may be able to double or even triple 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

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>



Along the Right of Way

Stephen Barkkarie - General Manager

Another year has come and gone, 2024 is one for the history books, and we move forward with resolve into a bright yet unknown future. At Niles Canyon we always close the calendar year with a marathon of good cheer, hard work and long hours, all with the goal of filling our coffers with ability to continue our mission and build on our long-standing reputation as a pillar in the railroad preservation community. With all humility, I believe we achieved that goal once again despite facing the challenges of increased costs, facilities and equipment that are another year older and a volunteer base that continually facing the need to grow with the times. Great plans are ahead, and we are rife with opportunities.

This is always a time to reflect on the past as well as looking to the future. The past year we have said goodbye to some dear friends who will surely be missed for their contributions and their camaraderie, but we have also welcomed a bunch of new members whose enthusiasm helps fill the void and renews the wonderment of railroading for us all.

One tale of success from the recent past comes to mind. As many of you have followed the multi-year restoration of the KM 9010, you have seen the meticulous recreation of the missing body parts, a recreation of the operators cab that involved both cosmetic simulation of components and recreation of functional wiring systems that were stripped out by SP, the literally world-wide hunt for drive train parts, and a multi-national coalition of enthusiasts coming together to advise us with their experience on this unique locomotive. Many traveled thousands of miles to participate hands-on, and many others provided knowledge over the internet from several continents across the globe. You have seen the overhaul of the power plant involving a near complete tear down (which is an



Mike Pechner photograph

Conductor punching tickets for the Train of Lights.

amazing mechanical marvel itself) and seen its massive bulk hoisted three stories in the air for removal then gently set back in place with great care. You've witnessed the first firing of the engine in many decades and the tweaking of the turbocharger, then the redesign of a battery charging system to overcome a failure of the complicated starting/charging motor followed by a drive system for the cooling fans which had been removed long ago and lost to history. All this effort, poured into what was once thought to be only a cosmetic restoration, has grown step by step into bringing this one-of-a-kind engine back to life.

The culmination of those years of work came one day in November, when while the rest of us were busy getting ready for our big year-end fundraiser, the KM was pulled out into the daylight, coupled to the WP713 dynamics for simulated load and fired up for a test run. I didn't even need to ask how the test went, because when I came around the end of the SP 5472 at the East end of Brightside, I could see from three cars away the broad grin spread across

the face of Howard Wise at the controls. As it was told to me afterwards, the big engine sprang forward like a rabbit, even when dragging a GP7 with brakes on. The big German brute lives again. It was indeed a great day, an example of what reward hard work can be, and a real feather in the cap for the PLA.

I would also commend our train crews and their composure in the face of adversity. On the 18th of December a convergence of Bay Area traffic and mechanical gremlins tested the mettle of our training. We faced the most challenging set of circumstances that anyone can remember and the only thing our passengers noticed was a delay in the schedule. To those who were there, I say great job.

We have a new year ahead of us. A new chance to make a difference, a new chance to make a friend, and a fresh chance to give a little of your time to a great cause. I look forward to seeing you out there, along the right of way.

Your GM for another year,

Stephen Barkkarie

NILES CANYON RAILWAY



2024 Train of Lights at the Niles Station.

Ronald Hook photograph

Yosemite Valley Observation car #330

Continued from Page 1

a bond to allow us to work on the car, but relented with the admonition "be careful". Claudia and I spent the week removing junk from the car. The diner had installed plywood panels hiding the clerestory. While removing one of them a large meat cleaver suddenly dropped to the floor - so much for being careful! It was a hot week temperature wise, but at the end of the week we quickly painted the car a green color and while sitting inside relaxing on old chairs made the fateful decision to save the 330. The meat cleaver was given to Larry on the way out of town, wish I had kept it! We also paid the city \$1.00 to



The lawyer for the city of Yreka had asked us to be careful while getting the 330 ready to move. There were ceiling panels added by the restaurant across the ceiling just below the clerestory. This meat cleaver dropped to the floor when removing one of the panels....so much for careful!!

take ownership of the car legally.

Knowing little about moving heavy objects, I contacted the well-known Bigge Crane Company. This was the official start of the treasure hunt. They referred me to Ed Rush of Rushway in Newcastle. They have experience in moving rail cars, and we drove to Newcastle to meet with Ed Rush. First thing Ed turns to me and says "what are you thinking" not in a quizzical manner but more in an are you crazy sense. I appreciated him testing me that way and assured him we were serious.

He asked me to contact Chris Dewitt of Nevada State Railroad museum, and the rest flowed from there. Chris became an indispensable part of the restoration process. Any time I got stuck, he would advise me out of the cul-de-sac. My first problem was organizing the move. I selected August 24th 1995 as the move date. This was exactly 50 years from the last day of operation of the YVRR. The county loaned us a 15,000 pound forklift at the site and we purchased cribbing material and a 30 ton bottle jack. Chris was kind enough to supervise the move in person, and Jack was there as well. We showed up a day ahead of the truck to get things ready. The goal was to back a 60' trailer under the car and secure it. This meant the front had cribbing on both sides with a metal beam spanning to support the car. We were still huffing and puffing when the truck showed up getting the car high enough to clear. While Jack and I finished that process Chris helped assemble the Murray trailer. The 35' base trailer was spliced by a 15' section and then a 10' piece. Our driver Bill White was a pro, and traveled with his dog, a tiny critter that didn't want anyone in HER cab! By the afternoon and coincidentally 50 years to the moment, the Yosemite Valley Railroad was moving again! Heading onto I5 south, Mount Shasta hove into view. My wife Claudia had tears in her eyes as the majesty of the moment



The 330 has the trailer underneath it and is ready to hit the road in green paint. At the left of the picture is the fire department training tower, a fate that awaited the 330 if we hadn't stepped in. The "oversize" banner on the rear may be an understatement.

struck.

Travel south would take us across

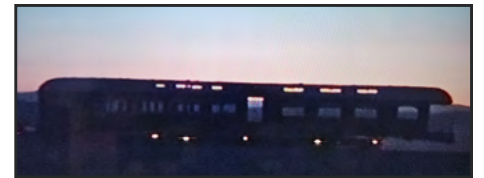
the Pit River bridge which Interstate 5 crosses over Lake Shasta on. This behemoth structure has Interstate 5 on the top deck, and double track Southern (Union) Pacific tracks on the lower deck. The 330 is either the only full sized railroad car to travel on both decks, or in a very select group of cars to have done so. The 330 is a fairly big car, but as the screen grab demonstrates, was dwarfed by the



The 330 is dwarfed by the double decked Pit River Bridge that spans Lake Shasta. The 330 had traveled the lower deck sometime shortly after 1947 on its way to be a residence for Al Schader while managing the Yreka Western Railroad. I don't know of any other full sized rolling stock that has traversed both decks.

bridge.

CB chatter had one driver say "hey, I just got passed by a train" and another say "I guess BART is getting new cars". The car crossed the Pit River Bridge over Lake Shasta thus becoming part of a very select club of railroad cars that have crossed both levels of that railroad/highway bridge. The 330 traveled at speeds up to 70 mph, undoubtedly the fastest it ever has. As sunset hit, the truck pulled into Dunnigan for the night, a moment



The 330 rides into the sunset. The night of August 24th 1995 saw the 330 settle into a truck stop in Dunnigan, CA. It is exactly 50 years since the close of the Yosemite Valley Railroad, but a brighter future for the 330 lay ahead.

Yosemite Valley Observation car #330

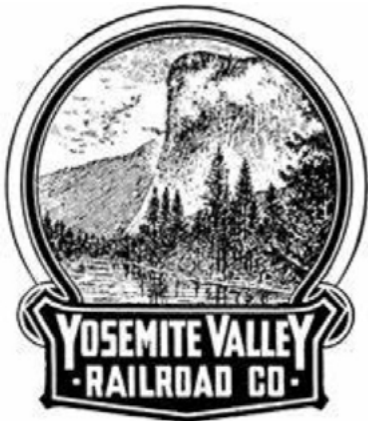
stunningly captured in our video.

The next morning I caught up with the 330 as it came up the Sunol grade. Little did I realize it was near its final home. Trouble developed with the San Jose location where it was destined. The trailer was dropped off on a side street while I found a better location near Morgan Hill. A week later the car arrived where it would spend a decade undergoing restoration. Despite the hard work and anxiety orchestrating getting her there, while chatting with our driver Bill, he justified the now apparent grace of the car with "you chose well, you can't polish up a turd".



Bill White our truck driver with The 330 finally located in Morgan Hill for restoration. While he obtained clearance for Purple weight for our move, he spotted a low clearance construction site and planned an exit/entrance ramp to avoid it. If not for his vigilance, the 330 might have had an early haircut.

Wes Swift



TOL Volunteer Appreciation Party Sunday Feb 2, 2025, 3 - 6 pm

Niles Veteran's Memorial Building
37154 2nd St (corner of 2nd St and E St)
Fremont, CA 94536

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

Cost:

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

To RSVP:

Contact Doug Debs, cell 650-704-1487,
email <dougdebs2472@yahoo.com
with your name, phone number & number of people

You can also sign up online

Go to ncry.org --> Member's website --> Calendar --> February -->
click on TOL Volunteer Appreciation Event

Setup & Teardown:

We need helpers at 2:30-3:00 to set up folding tables & chairs,
and 6:00-6:30 to put them away.

Please help with one or the other!

Thanks!

Doug Debs

Commissary Manager

cell 650-704-1487

email <dougdebs2472@yahoo.com>

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

"IT'S TIME TO GO" THE LAST RUN ON THE CPRY

With the Train of Lights and all the Christmas activity that goes with it, I haven't had the time to research an article. So, I am doing something that I have been asked to do and have been wanting to do. Show some older pictures I have taken of Castro Point of the last operation held for the public.

From that point onward, it was getting the railroad ready to move to its new storage area until the new home is found which will be the NCRY. The leaving of the Castro Point Railway was no easy task. We were very lucky that time was on our side after the big October storm that took place in the 80's which undermined our track on the causeway which was our only way out of the CPRY.

For the next few months, along with getting the equipment ready that we were going to move, we now had to rebuild a railroad to hold the weight of the cars and engines that we were going to move. This task stands today as one of the better engineered projects that took place up to that time. We were lucky that we received help from a trucking company to provide the trucks to haul the dirt for the causeway. That was a stroke of luck on our part. If it wasn't for those trucks, we were not going to be able to get the trains moved on time.

Here are some pictures of the last days at Castro Point Railway and the new Niles Canyon Railway in its earlier days being built. Now, let's look at this month's pictorial "It's time to go".

Dexter Day
Operations Manager



First open car on CPRY.



First steam-up of No. 3 on CPRY.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



No. 12 & No. 5 double-headed CPRY.



SP 1269 giving us a smile on CPRY.



No. 5 skirting the bay toward Point Molate.



No. 4 heading to bridge on last run CPRY.



No. 5 returning to Point Molate Beach CPRY.



Passengers loading in one of Adam's cars at Point Molate Beach CPRY.

Continued on next page

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page



Storage area of equipment at Point Molate.



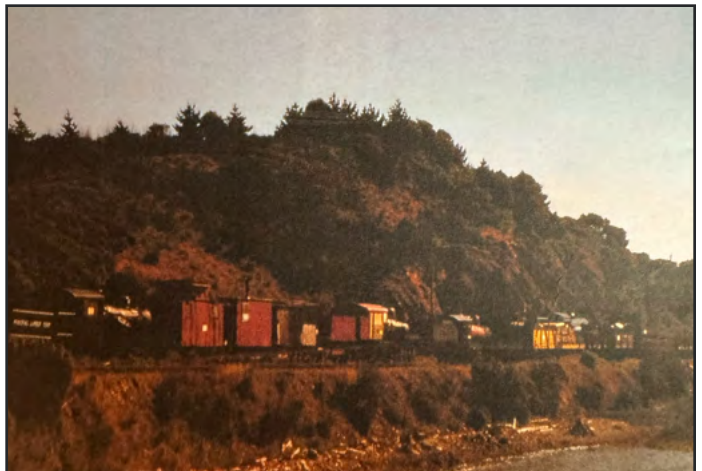
No. 4 leaving Point Molate on CPRY.



No. 12 and No. 5 on last steam run on the CPRY.



The end, it's over. End of the Last run on CPRY.



An interchange to be put in, in order for movement to the ATSF for move to Oakland Terminal Railway.



The move from Castro Point to Oakland Terminal railway with the engines going to Shinn St. storage track in Fremont.

NILES CANYON RAILWAY

2024 Train of Lights Volunteer Families



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NILES CANYON RAILWAY

2024 Train of Lights Volunteer Families



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2024 NCRY Train of Lights at Niles Station.

Ronald Hook photograph