



THE CLUB CAR



Bulletin 706

Pacific Locomotive Association, Inc.

June 2022

SP 9010: First Maybach Startup Since Overhaul!



Photo by Karl Swartz

SP 9010 volunteer Bill Stimmerman inspects the smoky-starting, clean-running Maybach V-16 -- for the first time since its PLA overhaul.

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Some great news this month from Howard Wise and the crew of SP 9010, the sole surviving USA Krauss-Maffei Diesel-Hydraulic mainline road locomotive.

Back in May of 2019, Howard and crew removed the #2 Maybach Mercedes-Benz Model MD870/1 twin-turbo V-16 from its chassis - beginning a lengthy rebuild process which included a close inspection (done by the book), six brand-new cylinder liners, new piston

rings on all cylinders, and other new parts. Maybach's successor MTU was able to supply the team with original factory service parts for the 59-year-old motor, and Howard was ably assisted by a volunteer crew of regulars including Bill Stimmerman, Karl Swartz, and Dee Murphy.

Covid managed to slow the work to a crawl during 2020, but the engine was re-installed in the chassis in May

SP 9010 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

Board of Directors Meeting

JUNE 10
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

JUNE 10
7:00 PM

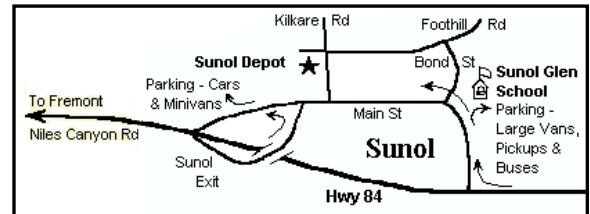
In Whitehouse @ Brightside
In-person & Teleconference

Meetings are held in
January, March, May, June,
July, and October, but can be
subject to cancellation.

BOARDING LOCATIONS

SUNOL DEPOT

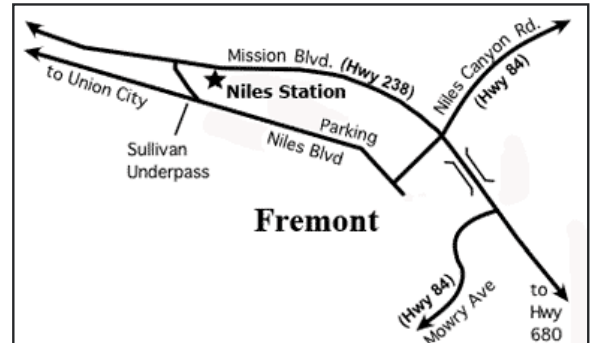
6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536

This station
temporarily closed



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

President	Henry Baum	(925) 447-7358
Vice President	Mike Strider	(707) 318-2633
Recording Secretary	Jim Evans	(650) 697-9033
Membership Secretary	Rich Alexander	(510) 508-0503
Treasurer	Pat Stratton	(650) 888-8619
General Manager	Stephen Barkkarie	(510) 368-1733
Director-At-Large	Kent Hedberg	(415) 608-3811
Director-At-Large	Warren Haack	(650) 726-7952
Director-At-Large (Interim)	Matt Petach	(408) 256-2883

CLUB CAR DEADLINE

The deadline for submitting articles and photos for next month's issue of The Club Car is the
20th OF THIS MONTH!

Submit articles by e-mail in **WORD** text format. Digital photos may also be submitted by e-mail.

Digital photos should be saved as PC format .jpg files.

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

Send to the Editor, Barry Lependorf at 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 .

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General Meetings are held on the 3rd Friday of January, May & July at 7:30 p.m. and the 3rd Saturday of March, June & October at 3:30 pm at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. 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

===== June Activities =====		
June 4	1st Saturday	MoW Building East, 8:00 am - Brightside - Mike Strider
June 10	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
June 10	2nd Friday	General Meeting, 7:00 pm - Brightside - Henry Baum
June 11	2nd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
June 12	2nd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
June 18	3rd Saturday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
June 19	3rd Sunday	Regular Train Operation, 10:30 am & 1:00 pm - Sunol
June 25	4th Saturday	Brush Cutting, 7:30 am - Brightside - Mark Whitman

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,500 volunteer hours for the month of April. Please continue to report your volunteer hours to me by e-mail at volunteers@ncry.org. Train Crew hours are collected directly from the log sheets and meeting attendance by teleconference is reported to me by the Membership Secretary.

Administration

Henry Baum
Mike Strider
Jim Evans
Rich Alexander
Pat Stratton
Steve Barkkarie
Kent Hedberg
Matt Petach
Warren Haack
Chris Hauf
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Joe Scardino
Mark Miller
Mary Asturias
Rich Alexander

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Brian Hitchcock

Car Department

Bob Moore
Bob Pratt
Bruce Burke
Denis Murchison
Dennis Mann
Howard Wise
Jim McDaniel
Joan Weber
Marshall Williams
Norm Fraga
Phil Stone

Car Department

Ray Freeman
Steve Van Meter
Terry Stokes
Tom Crawford

Commissary

Bonnie Harrington
Dee Murphy
Jack Harrington
John Link
Sally Mills
Sue Thomas

Depot Crew & Operations

Donna Alexander
Rich Alexander

Electrical & Signals

Bruce Burke
Curt Hoppins
Dan Furtado
Jim Stewart
Joe Romani

Facilities

Bob Bailey
Bob Bradley
Bob Pratt
Doug Vanderlee
Gerald Dewitt
John Zielinski
Rich Gove

Facilities

Steve Coon
Wesley Van Osdol

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Bill Stimmerman
Chris Hauf
Dee Murphy
Gerald Dewitt
Gerry Feeney
Howard Wise
Jeff Haslam
Karl Swartz
Kent Hedberg
Linda Stanley
Rich Gove
Steve Jones

Meetings

Bob Pratt
Charlene Murrell
Charles Smith
Curt Hoppins
Dan Mills
Dee Murphy
Don Gholson
Donna Alexander
Doug Vanderlee
Ed Best
George Childs
Henry Baum

Meetings

James Baber
Jim Evans
Jim Stewart
Jimenez Castro
Justin Legg
Karen Kadaja
Kent Hedberg
Leslie Smith
Linda Stanley
Lou Bradas
Matt Petach
Mike Strider
Pat Buder
Pat Stratton
Patrice McDonald
Peter Midnight
Rich Alexander
Rob Giles
Steve Barkkarie
Steve Jones
Thomas Libbey
Tim Flippo
Tom Eikerenkotter
Warren Haack
Zona Fowler

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Bob Pratt
Chris Campi
Doug Vanderlee
John Zielinski
Jorg Linke

MOW & Track

Ken Southwick
Matt Petach
Pat Stratton
Paul Bartz
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Meyer
Wesley Van Osdol

Other

Adam Weidenbach
Alan Siegwath
Barry Lependorf
Bob Bailey
Chris Hauf
Curt Hoppins
Dave Burla
Ed Best
Gordon Osmundson
Linda Stanley
Matt Petach
Mike Strider
Patrice Warren
Steve Slabach
Tom Eikerenkotter
Warren Haack
Zonker Harris

Switching Crew

Gerry Feeney

Train Crew

Bent Christensen
Bob Pratt

Train Crew

Brad Jones
Brian Schott
Chris Chisom
Dave Burla
Don Nelson
Doug Vanderlee
Ed Best
Eric Wright
George Mednick
Jim Stewart
Jorg Linke

Train Crew

Kent Hedberg
Kurt Olsen
Mark Miller
Matt Petach
Ron Quilici
Ron Thomas
Sanjay Bhandari
Scott Crislip
Steve Barkkarie
Ted Unruh
Warren Haack

BRAKEMAN CLASS JUNE 4 & 5

CLASS WILL BE HELD IN THE
WHITE HOUSE

9:00 AM - 4:00 PM

MUST BE ABLE TO PERFORM
THE DUTIES OF A BRAKEMAN

BRING WRITING AND NOTE
TAKING MATERIAL
STUDY MATERIAL PROVIDED

LUNCH IS ON US

CONFIRM BY CONTACTING
DEXTER DAY

plancrygm@gmail.com

President's Message

Henry Baum - President

May 20th, 2022 was a very significant day out at Brightside. The SP9010 was hauled out of the car shop and the rebuilt Maybach engine was started for the first time. Details are in the article on Page 1, but I want to talk about the commitment of the team when issues arise.

There is a link to a youtube video of the engine starting at <https://www.youtube.com/watch?v=4xXV4dNDGCY> or just type SP9010 in the search box on youtube.

I want to thank Howard and his entire team for reaching this milestone. It is a huge deal; for Howard and the railroad preservation community. It shows that things can get done and forward progress made, with a dedicated team committed to figuring out things nobody knows about anymore. To anyone who knows the pain of spending hours or days or weeks or months performing some sort of repair around their own home and the utter devastation when you flip the switch and sparks fly and breakers trip. Or you turn the water back on, and it sprays out from a location nowhere near where you were working. Or you change a headlight in your car, and now it won't start at all.

After reinstalling the engine in the locomotive, Howard began performing the necessary pre-start testing one performs and discovered some anomalies. Those would need to be resolved before the engine could be started to verify the rebuild was done correctly. As the only locomotive left of this kind in the world, you can't just risk throwing the switch and hoping it doesn't blow up.

The Maybach engine in the SP9010 is a masterpiece of German Engineering, which explains why it survived all these years. It is also a perfect example of the complexities associated with that German Engineering. Those complexities were also the reason the Krauss-Maf-



Photo by Henry Baum

The red lines on image denote the plane of the sash mounting frame in the Ranch Car. The original structure had some sort of rustproofing applied that made welding difficult. And we can see how effective that rustproofing had been – NOT.

fei locomotives were scrapped so early in their expected lifetime. The number of people alive in this world who have successfully rebuilt a Maybach engine is very small. And those who have worked on a Maybach engine as old as this one is infinitesimal. Think about it. How do you resolve a problem nobody knows about resolving? Howard knew the burden was on him to do the best job he can to guarantee the Maybach would not be damaged when the first restart was tried. You check everything you can think of, and eventually you have to make the decision to try it. Yeah, you want it to turn over smoothly and not hear metal-on-metal noises

when you spin it. You want it to at least make a little smoke so you know fuel is igniting somewhere inside. This alone is enough success to allow you to continue moving forward and not want to give up on the whole project – a project everyone said could never be done when we first acquired the locomotive. I can tell you the pride I felt standing there watching the first two attempts at starting it on the morning of May 20th. The engine turned over smoothly, and smoke came out the exhaust ports. It may not have started, but it also didn't destroy itself. And that is progress and can be deemed a success. It was determined to try one more time but give

NILES CANYON RAILWAY

President's Message

Henry Baum - President



Photo by Henry Baum

Restored Ranch Car kitchen window structure.

it a little extra fuel to see if the governor was keeping it from firing, and that third attempt is what you see in the video. The fuel finally ignited, the engine belched out a few puffs of heavy black smoke, and then settled down and ran on its own. I was amazed at how quickly the exhaust cleaned up and how relatively quietly the engine ran. And continued to run.

There are a lot of tests and inspections that will still need to be performed. A leak in the transmission needs to be resolved. The turbochargers need to be reinstalled and tested. This is expected to go well, but one never knows. At that time, we will be back on track to completing the restoration. Some systems still need to be finished, as work stops when you need to repair something first. Any failure could completely derail this miracle restoration, and Howard is the reason we continue to move forward. I cannot tell you how much his

efforts are appreciated.

Ranch Car progress is also happening, thanks to Howard. I constructed the necessary metal pieces to repair the missing structure from below the kitchen window, and Howard

was able to weld them all into place. There is now a perfectly flat structure for the window frame to bolt into and compress the gaskets when required. The new structure appears rock solid and while it doesn't recreate the original structure, it is probably a lot more stable now. After I clean the stainless and finish polishing the two pieces of aluminum that form the window sash, I will test fit the new glass frame into the rust-stabilized and primed window opening.

I will sound like a broken record, but we have a lot of things going on, and they cannot happen without folks jumping in to work on them. Some jobs will be best accomplished by contracting them out, others need talented volunteers to manage them and get things done. There has been a slight uptick in folks wanting to help, but we could use a lot more people to lead projects.

As always, if you would like to discuss this opportunity or any topic in further detail, please contact me by phone at 925.447.7358 or by email at president@ncry.org.

Respectfully submitted
Henry Baum



Photo by Chris Hauf

End of the line. The M200 sits at the precipice of Happy Valley Bridge with Dexter Day at the throttle.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

June is always a time of renewal around the NCRy. We have elections for the Board of Directors, our fiscal year closes at the end of the month and summer restorations go into full swing. We open classes for new crew members and conduct annual certification for current volunteer personnel. Our trains for the public are full most weekends, requests for charters are strong and we plan to add something new to operations. Several spring special events took place that once again confirmed the popularity of the service we provide the community.

At the end of April, I was asked to attend a celebration of the "birth" of Niles. The event was hosted by the Niles Historical Society and county of Alameda. The PLA is among several local non-profits who were to receive funding from supervisor David Haubert's office. Victor Wong (president of the Niles Historical Society) hosted the event complete with birthday cake for all. I learned that April 29th is declared as the birthday of town because on that day in 1869 the railroad stopped using the San Jose line (which connected to our line just West of Dresser bridge) and routed all rail traffic through Niles district. Main street and the rest of town sprang up around the rail yards. We received a check for three thousand dollars, and I presented an official NCRy safety helmet to Supervisor Haubert as an honorary member of our track crew with an open invitation to come out and swing a spike maul any weekend. Let's see if he takes us up on it.

May 1st saw Alameda County bring back the semi-annual Hwy 84 "Roll and Stroll" where they close the road for the day and allow cyclists and pedestrians to travel the six miles of canyon without car traffic. Thousands attend the event and dozens of local civic organizations present information and hand out



Henry Baum and Steve Barkkarie all set for the Stroll and Roll.

S.W.A.G. There is food, games, at both Niles and Sunol with many hydration and relief stations throughout the canyon. Never to be out done, the Niles Canyon Railway put on a display of our California Western Railbus M-200 and our Burro crane pulling the "Heavy Hauler" loaded with our brand-new shiny Dump truck. President Henry Baum and I ran our information booth where we offered coupons for future rides, tours of the equipment and museum display in the depot. Charlene and Patrice opened the gift shop, Rich and Donna covered the station and helped at the booth. We were donated a whole bunch of helmets some years ago for tour groups and volunteers at Brightside and after many years we still had fifteen cases stacked in the Whitehouse that needed to find different homes. That gave me an idea. So, I had stickers made from our website logo for the front of the hats and we put ride coupons in the bag for hand-outs. We

asked folks to wear the hat and take a selfie aboard either the Burro or the "Skunk" bus. The helmets were wildly popular (the CHP, who were giving out bike helmets, even traded one guy two for one to get ours) and we were able to give out 150 helmets, 175 coupons and the gift shop made sales. Even the county representatives commented on how busy the station was. Another great showing for our organization.

At the Stroll and Roll we touted our plan to offer public rides on the railbus, to the East, on the Valley subdivision. Re-training runs have been taking place through May and will continue in June with anticipation of rides to start in July. Watch our website for the starting date and ticket information. The plan is to offer runs East coordinating with the train running the canyon so folks can ride both if they choose. It has been too many years since we ran the railbus and lots of people are excited to see it run again. During training

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



ABOVE:
Loading the Dump
truck for its debut at
Stroll and Roll.

*Photos by
Stephen Barkkarie*



RIGHT:
NCRy Dump truck on
its first job moving
ballast screen.

the numbers of phones that pop-up at the road crossings gives me the impression that this is going to be a very popular attraction with the public, and the visibility from the freeway is great advertising.

May also included a new opportunity for an evening train run to celebrate the end of Ramadan. The run was suggested by members of the local Muslim community as an awareness building activity that celebrates the end of the cultural fasting period. We

agreed to give it a try. The group would provide the food for the event, which would run out of Niles, and all the tickets were snapped up quickly. The Brightside car had just been repainted and it was added to the train at the last minute and the added seats sold out as well. The event was a success and the organizers are anxious to hold the event on a regular basis. The next Ramadan celebration is in a couple of months, and we will certainly consider doing again. As an additional fund

raiser for the PLA, it makes sense, and the community outreach it brings is priceless for our reputation.

Volunteers have been busy in Brightside. Wednesday car crews have just about finished the South side window on the All-Day Lunch car, recently discovered deterioration around the kitchen window on the "Ranch" car have been repaired, and the main generator in the SP 6719 "commissary" car has been repaired. The "Brightside" open car is back in service (just needs its permanent numbering applied) and the next car up for fresh paint is the "Park" open car. The little Pickering caboose has had the cupola shutters installed, the couplers repaired and is getting a fresh interior paint job next. We have moved the sanitary dump valve on the double articulated coach to the South side which will allow us to use the restroom in the Eastern end. One of the most suggested improvements for TOL at the big Commissary meeting held in May was more bathrooms, and to that end we are sizing up the possibilities for other toilets. Both the 315 coach and the 1949 coach are likely candidates though not for this year's trains because there is a lot involved in those modifications. (We are still on the lookout for a back-up generator/restroom car for the long-term but in the short term we will work with what we have.)

Right around the corner is the 4th of July picnic which kicks off the new fiscal year, the summer train season and, believe it or not, setting up for the 2022 Train of Lights. There is always plenty going on and plenty of room for you to get involved. Whether you like working with the public, getting outdoors for a little exercise, or restoring a piece of history, there is a place for you at Niles Canyon railway.

Stephen Barkkarie

NILES CANYON RAILWAY

SP 9010

Howard Wise



Continued from Page 1

2020...but mysterious valve timing issues kept the 9010 crew thinking hard and checking every last potential issue, and for quite a while! The timing issues were isolated, and appear to have originated with the Southern Pacific's last rebuild of the motor in 1966.

On Friday, May 20, the start switch in the cab got a twist, and the team enjoyed the raucous roar of a Maybach MD870 sans its twin Maybach turbochargers, - left off in case further engine work is required, and also so Howard and crew can diagnose the health of individual cylinders.

The return to self-powered operation for SP 9010 has taken a giant leap forward - under close watch. Huge congratulations to the crew for this major achievement!

Link to youtube video of Maybach starting: <https://www.youtube.com/watch?v=4xXV4dNDGCY>.

Robert Zenk



Photos by Karl Swartz

NILES CANYON RAILWAY

SP 9010

Howard Wise



Tales of the Past

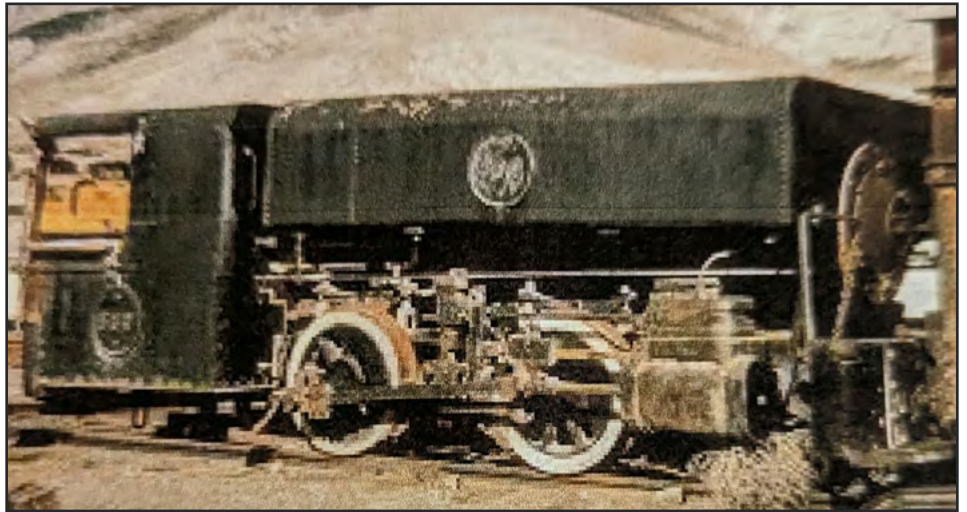
Dexter D. Day - Operations Manager

This Month's tale:

A LOCOMOTIVE THAT COULD, WOULD AND DID STEPTOE VALLEY No. 3

One of the most successful builders of steam locomotives is perhaps the least known, the H.K. Porter Company of Pittsburgh, Pennsylvania, which is partly due to the fact that it typically did not market its models to the general railroad industry. After Porter began, just after the end of the Civil War, it produced more than 8,000 light duty and small steam switchers both domestically and overseas for all types of industrial applications, from mining operations to sugar plantations.

Most of its designs were quite small, such as the very popular 0-4-0T "Dinky". This is where this tale begins. It is 1911, and a small mining engine is being built by the H.K. Porter Company for the Steptoe Valley Mining and Smelting Co. at McGill, Nevada. That locomotive was the Steptoe Valley No. 3. In 1914, the Steptoe Valley Mining and Smelting Co. merged with Nevada Consolidated Copper Co. The Steptoe Valley No.3 became the N.C.C.C. No. 309. However, in June 1933, Kennecott Cooper Co. and Nevada Consolidated Copper Corp. merged. In 1942, with the merger completed and Kennecott Copper Corp. is now the new company, the No. 309 remained with its old No. 309. In 1965, the little engine was sold to a PLA member Charles Heimerdinger in McGill, Nevada. In 1968, the locomotive once again will become Steptoe Valley No. 3 and was moved to Richmond, Ca. for rehab. The No. 3 will be transformed from a mining locomotive to a small short line locomotive. To make it accommodating for passengers to ride behind the locomotive in a small car which was designed and built at Castro Point. The



A look what a Porter 0-4-0T dinky looked like. Locomotive before PLA got a hold of it.



Steptoe Valley No. 3 in first phase in becoming a small branch line type locomotive at Castro Point Railway.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

car was named the Chrysacolla and it turned out to be a perfect car for this locomotive to pull. At Castro Point, the large tanks were removed from the No.3 and the locomotive went through a rebuild and design changes. A tender for the engine was also designed and built. The engine will be a wood burning locomotive. When the locomotive was completed and introduced to the public with the new car Chrysacolla, it became a big hit with the public. You know, "isn't it cute". Also riding behind the locomotive felt like you are right there in the cab.

Not too often you can watch a crew fire a steam locomotive. At that time, we were not aware of it, but we had a PR locomotive that could be moved. After the closing down of the Castro Point Railway, the No.3 went into storage for a short time. Since the Steptoe Valley No.3 was PLA's most mobile and easy to move steam locomotive, it would be called upon to represent the PLA and be on display in several locations, some that were before the opening of the NCRY and some after. The first was at Carlmont Shopping Center in Belmont. The event was set up by Cliff Walters (ex PLA President) and owner of Carlmont hardware. Statewide trucking did the hauling of the engine which would be on display for three days under steam. A staircase was built so people could get a good look of the inside of the cab and have an explanation on how a steam locomotive operates. A portable gift shop was set up to sell PLA items. Other Steptoe Valley No.3 appearances would soon follow when the locomotive was asked to participate in the reopening of the Redwood Park in the hills above Oakland for the 4th of July weekend. Our track crew built a small track so the locomotive could run back and forth on it. We gave short rides on the locomotive back and forth. The kids loved it and it also drew the attention of Smokey Bear which had to



Steptoe Valley No. 3 with the new home built tender at Castro Point Railway.



Photo by Dexter Day

What a Ham! No. 3 drawing lots of interest at Carlmont Shopping Center in Belmont.



Photo by Dexter Day

No.3 at Redwood Park above Oakland was enjoyed by people that have never seen a steam locomotive operate.



Photo by Dexter Day

No. 3 with a visitor. Smokey decided it would be fun to run a steam locomotive. Beats walking.



Photo by Alan Teruya

No.3 in San Francisco Railfair along the water front. Although none of the steam locomotives were under steam, they made a nice display.



Photo by Dexter Day

No. 3 making run for SUNOL. It actually got to run on it's own rails.

try it out.

Once again, we had a small portable gift shop open. A few months later, the locomotive was on the move again, this time to Ardenwood for a weekend Steam event. The locomotive was able to stay at Ardenwood until it was trucked to San Francisco for display during a big rail weekend along the waterfront. All kinds of trains, including many model railroads of many gauges, live steamers, several private cars and diesels from the Bay Area Railroads. The only steam locomotives that were there were the No. 3, CSRM's Virginia & Truckee 21 and the J.W. Bowker. After the rail weekend in San Francisco, it was back to storage waiting for the NCRY to open. When the NCRY was

Continued on next page

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

open and running, the M200 and the No. 3 carried the weight of the PLA until we could get more track established and more equipment moved in. In 1989, NCRY was able to operate with more equipment. That took some of the weight off the No.3. Also, in late spring of 1989, the No.3 was invited to participate in a railroad round up in Carson City, NV. Once again, Statewide Trucking did the honors in moving the locomotive. Once unloaded, the No. 3 was among larger steam locomotives. You might say the No.3 was the runt of the litter. Wait! Who is he? It was the Elk River "FALK". A locomotive that the No. 3 can identify with. They are about the same size. They also shared the "A" line together. The adventure to Carson City was a good outing for the No.3 and was good public relation for the PLA and the NCRY. A few years passed and the No.3 was called upon again to go out and do some PR work. This time it was going to Fremont to participate in their 4th of July Parade. This was something really big for that parade. Also, it was under steam the whole way. With the bell ringing and whistle blown now and then, the locomotive slowly made its way down the parade route with people really liking it and cheering as the locomotive passed.

At the end of the parade, the officials came over and gave us the best display ribbon. You might say, for political reasons we could not get best float. Just being able to pull off what we did was the best reward for us.

As the years went by the little locomotive continued to run on the NCRY. During one of the runs the No.3 was called for too much smoke. Remember, it was a wood burner. The EPA gave the NCRY a fine for smoke, but would pull the fine if we converted to oil which was almost the cost of the fine. The locomotive was converted to oil and ran that way to

her last run. The Steptoe Valley No. 3 was retired and the hunt was on for a new boiler for the locomotive. The cost



Photo by Brian Wise

No. 3 on the road again on its way to Carson City for the steam meet with four other locomotives.



Photo by Brian Wise

Morning roll call at Carson City in front of the NSRM roundhouse. Getting Ready for the day.



Photo by Brian Wise

No. 3 on the Gallows turntable at the Nevada State Railroad Museum in Carson City, Nevada being turned.

to replace the boiler outweighed the use. Arrangements were made with the Nevada Northern Railway Museum in East Ely, Nevada to take the No. 3 back home where it all started many years ago. They can restore the engine as it was in the early days when delivered or restore it as it sits today to operation. It would be great to be able to see it operate on their railroad. Hope you enjoyed the article. Remember! It is a tale. With that said, this month's tale comes to an end.

Dexter D. Day



Photo by Brian Wise

No.3 steams by the water tank with the old SP station in background.

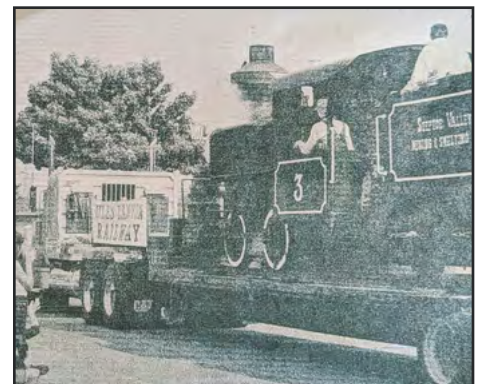


Photo by Dexter Day

After a stay on the NCRY, the No. 3 was off once again on a PR adventure. This time in Fremont for the 4th of July parade. We won best display, best float went to a Fremont charity group.

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

It is with a sad heart that I have to report that we have lost some long-time members recently. We just found out that Shirley Ernest passed away in April of this year. For those of you who remember, Shirley was the wife of David who served the PLA as a Vice President, Membership Secretary, and Gift Shop Manager. It was a shock when we saw the announcement in the newspaper. Also, Charles Smith passed on 5-15-2022 after losing a battle with lymphoma. Charles served the PLA in many different areas; he was the Treasurer for several years as well as the Head of the Car Department. He and his wife Leslie were a driving force for years in decorating the train for our Train of Lights.

As many members of the PLA get up in age this kind of news is expected but never wanted.

New Members:

Jaiden Acharya; Jeevan Acharya; Jithan Acharya; Mina Acharya; Sanjeev Acharya; John R. Deyo; Kathleen Luich; John Wiley

We had our first electronic voting at the May 13, 2022 membership meeting. After some hiccups we finally got every voting member through the process. Of the 19 voting members online 19 voting members were able to cast the ballots for the three members seeking voting status. Once the time period ended and the ballots were tallied, we now have three new voting members and they are: Charlene Murrell, Mark Whitman, and Jon Williamson. Congratulations to these members for stepping up to be more active in the process of running the PLA. This also means that they are now eligible to hold an office in the organization.

The 4th of July Picnic tickets are already online for your purchasing needs. Please purchase tickets online. If you are having problems with the process, call Donna Alexander at 510-996-8420. Remember that it is necessary to log in as a member at the top right corner first.

An email has been out with screen shots showing the process for logging

in and a step-by-step process to take you through the process. Please remember that if you call for help, we may be able to walk you through the process, but if that doesn't work, we will need to be at our computer to assist in the registration.

And they are looking for volunteers to help at the picnic that day, so please sign up online to help also.

Space is limited at the picnic so purchase your tickets early.

Also, the volunteer opportunities for TOL have been developed and they will be going online for signups soon. So please check this out and select the areas and dates where you would like to volunteer. Without your help we cannot pull off the TOL. Sign up early. If for some reason after you sign up and your plans change, please let someone know that a replacement is needed either by calling or removing your name from the volunteer list.

Rich Alexander

RWP CLASS **(Railway Worker Protection)**

Held in the Whitehouse

taught by our long-time instructor/inspector/member

Peter Schulze

June 11 & June 18
9 am to 12:30 pm

Sign-ups with the Crew caller

Jackie Vlasak
traincrews@gmail.com



Photo by Jim Evans

The late Charlie Blake & Henry Luna back in 2014 during Steamfest.

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

Revenue for the PLA during this past month of April came in a bit slow, with \$2,208 from member dues; \$25,439 from train operations; \$3,655 from Gift Shop and commissary sales; donations of \$2,753 (this is a very low monthly total); and other income for \$303. The total is \$34,358.

Expenses, however, kept up the pace. We restocked our gift shop inventory, which was depleted after our TOL holiday sales, at \$2,679; train operations cost \$3,256; spending on repairs and restorations to our collection was \$12,098; facilities upkeep cost \$18,045 (this included an \$8,000 purchase of ballast, primarily for the extension east); and MOW and shop expenses were \$1,633. Including administrative expenses of \$23,158, our total expenses were \$60,864.

We also purchased a new Ford diesel dump truck for \$109,850. New, as in a 2022 model. This was certainly a significant use of cash but on the books is not considered an immediate expense because the truck will continue to work hard for us over 20 or 30 years or more – and you know that because we operate a museum of old rail equipment we are accomplished at getting a long life from our equipment. All the locomotives that pull our revenue trains are 60+ years old, right?

Our budget shows we reached 100% of our annual operating revenue goal this month, with two months to go (17% of the budget year). Revenues from all

sources are currently 114% of our full fiscal year projection. While donations during April were fairly low, for the 10 months fiscal YTD we have received 153% of our full year projection.

The gift shop has already made sales of 166% of our projection. Online sales are a plus, but the gift shop on the train for the TOL really set off this increase. We won't know the profit margin until we have completed a June 30 inventory, but something around 50% of sales is likely.

Commissary sales have been very good as well, with current sales at 116% of our projection. Unfortunately, increased costs and low prices leave us at a break even point. We have taken steps to correct that by raising most prices from \$1 to \$2.

Our budgeted expenses are generally in line with reality. Expenses for our organization are very difficult to predict because surprises often arise when we really get into a project, particularly complicated restorations; our priorities can change quickly, deferring one project for another; and this year has been one of unbelievably large supplier price increases. As an example, last July diesel fuel was \$3.18 a gallon. In February it was \$5.85 a gallon. Also, complications within a project can delay the schedule and the associated expenditures into the next quarter, or even year. This is the case with the SP1744 restoration (we have only spent 45% of our budget), as well as

with the Ranch Car (17%). This year we budgeted funds related to receiving the equipment, tools and structures being donated from CTRC. That has been rescheduled for next year so those budgeted funds won't be spent this fiscal year.

Our cash position is good. The big change in our Balance Sheet is the conversion of \$109,850 in cash into a new Ford diesel dump truck. The Board discussed financing the purchase as we did with the Chipper purchase 5 years ago, but decided that since we have enough cash in the bank earning basically zero interest, paying interest as the cost of financing isn't the best use of our funds.

Looking ahead, it is time to put together a new budget for our next fiscal year. All departments and project leads should begin planning the next year's activities, and associated expenses and potential for revenue.

This just in – Alameda County has COVID-19 Relief funds in the form of Cash Aid Grants to award to non-profits. Eligibility depends on having experienced a negative economic impact created by COVID-19 between March 1, 2020 and the present. The PLA certainly can point to impact – no TOL – so we will look into making an application.

If you have any questions or comments let me know. Email to treasurer@ncry.org. Or call 650-888-8619.

Pat Stratton



E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: info@ncry.org

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>



Niles Canyon Railway July 4th Trains & BBQ

Join us in beautiful Niles Canyon on Monday, July 4, 2022 to celebrate the 4th of July with a diesel train ride from Sunol Depot and a BBQ in Sunol Depot Gardens.

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

Choose your train ride—before or after lunch:

- Train #1 departs 10:30am, eat at 12:30pm
- Train #2 departs 1:30pm, eat at 11:30am

Please bring your own folding chairs & table if possible.



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



Tickets: Order by June 25—Members \$15, guests \$20, kids 5-12 half price. **Order after June 25:** 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 and train preference 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

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Time Sensitive Material



Photo by Chris Hauf

The M200 passes under the Union Pacific Railroad at Verona Road on another training run.