



THE CLUB CAR



Bulletin 707

Pacific Locomotive Association, Inc.

July 2022

Steam Department doing annual check and hydro-testing



Photo by Alan Siegarth

Skookum out of the shop with Chuck Kent working on removing safeties in preparation for a hydro-test.

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The Steam Department worked on a wide variety of projects the past couple months – annual work on the Skookum #7, Clover Valley #4 and restoration work on the SP #1744. Unfortunately, the fuel storage situation has derailed the steam department's opportunity to operate this year because while it may be a surprise, steam locomotives need both fuel and water to operate. A replacement fuel storage tank is being actively designed by a registered

engineer now that the yard survey has been completed. Designing, purchasing and installing new dual contained storage tanks is a long process but at least it is finally moving forward. However, while waiting for fuel the Skookum came due for its annual on April 2nd, which means sadly we missed the best time of the year to operate in 2022. This is very disappointing for our department's

Stacktalk 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

JULY 8
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Meeting

JULY 8
7:00 PM

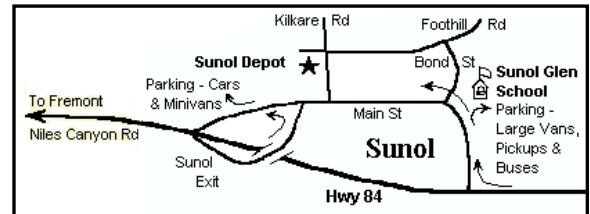
In Whitehouse @ Brightside
In-person & Teleconference

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

BOARDING LOCATIONS

SUNOL DEPOT

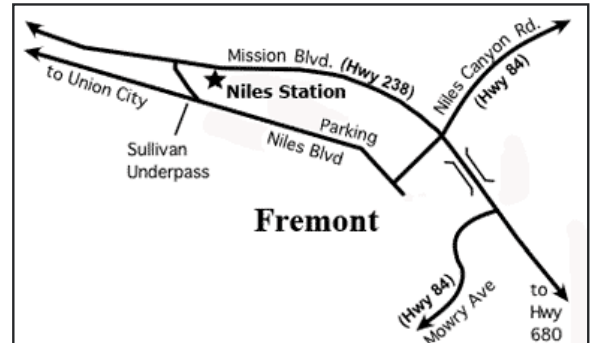
6 Kilcare Road
Sunol, CA 94586



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 | Matt Petach | (408) 256-2883 |
| Membership Secretary | Rich Alexander | (510) 508-0503 |
| Treasurer | Pat Stratton | (650) 888-8619 |
| General Manager | Stephen Barkkarie | (510) 368-1733 |
| Director-At-Large | Justin Legg | (510) 717-4944 |
| Director-At-Large | Warren Haack | (650) 726-7952 |
| Director-At-Large | Bob Pratt | (510) 421-7483 |

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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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 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

===== July Activities =====

| | | |
|---------|--------------|----------------------------------------------------------------|
| July 2 | 1st Saturday | MoW Building East, 8:00 am - Brightside - Mike Strider |
| July 8 | 2nd Friday | Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum |
| July 8 | 2nd Friday | General Meeting, 7:00 pm - Brightside - Henry Baum |
| July 9 | 2nd Saturday | WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol |
| July 9 | 2nd Saturday | EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol |
| July 10 | 2nd Sunday | WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol |
| July 10 | 2nd Sunday | EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol |
| July 16 | 3rd Saturday | WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol |
| July 16 | 3rd Saturday | EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol |
| July 17 | 3rd Sunday | WB - Regular Train Operation, 10:30 am & 1:00 pm - Sunol |
| July 17 | 3rd Sunday | EB - M200 Regular Train Operation, 11:00 am & 12:45 pm - Sunol |
| July 24 | 4th Sunday | Bronco Billy Days, 10:30 am, 12:00 pm, 1:30 pm - Niles |

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,150 volunteer hours for the month of May. 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
Roger McCluney
Steve Slabach

Archives & Library

Brian Hitchcock

Car Department

Bob Moore
Bob Pratt
Bruce Burke
Denis Murchison
Dennis Mann
Joan Weber

Car Department

Marshall Williams
Norm Fraga
Pete Goodier
Phil Stone
Ray Freeman
Steve Van Meter
Terry Stokes
Tom Crawford
Wesley Van Osdol

Commissary

Dee Murphy
Donna Alexander
Jack Harrington
Matt Petach
Rob Giles
Sally Mills
Sue Thomas

Depot Crew & Operations

Bob Bailey
Donna Alexander
Rich Alexander

Docents

Jim Evans
Jim Stewart
Rich Alexander

Electrical & Signals

Bill Kenney
Curt Hoppins
Dan Furtado
Jacques Verdier
Jim Stewart
Logan Rubasky
Rich Alexander

Facilities

Bob Bailey
Bob Bradley
Bob Pratt
Gerald DeWitt
John Zielinski
Steve Coon

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Alan Siegwarth
Bill Stimmerman
Charles Franz
Chuck Kent
Dennis Mann
Gerald DeWitt
Gerry Feeney
Howard Wise
John Zielinski

Mechanical

Karl Swartz
Lou Bradas
Matt Petach
Peter Bradas
Rich Gove

Meetings

Bob Bradley
Bob Pratt
Charlene Murrell
Chris Hauf
Curt Hoppins
Dan Mills
Dave Burla
Dee Murphy
Don Gholson
Donna Alexander
Doug Vanderlee
Ed Best
George Childs
Henry Baum
Jim Baber
Jim Evans
Jim Stewart
Justin Legg
Karen Kadaja
Kent Hedberg
Leslie Smith
Linda Stanley
Lou Bradas

Meetings

Mark Miller
Mark Whitman
Matt Petach
Pat Buder
Patrice McDonald
Peter Midnight
Rich Alexander
Rob Giles
Roger McCluney
Sally Mills
Steve Barkkarie
Steve Jones
Thomas Libbey
Tim Flippo
Zona Fowler

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Chris Campi
Dee Murphy
Doug Vanderlee
John Link
John Zielinski
Ken Southwick
Matt Petach
Pat Stratton
Ron Thomas
Steve Meyer

MOW & Track

Wesley Van Osdol

Other
Alan Siegwarth
Barry Lependorf
Bob Bailey
Bob Pratt
Curt Hoppins
Doug Vanderlee
Ed Best
Gordon Osmundson
Jim Stewart
Karl Swartz
Linda Stanley
Mark Miller
Matt Petach
Mike Strider
Patrice Warren
Ron Thomas
Tom Eikerenkotter
Warren Haack
Zonker Harris

Switching Crew

Bob Pratt
Gerry Feeney
Rich Gove

Train Crew

Bent Christensen

Train Crew

Bhan Dari
Bob Pratt
Brad Jones
Chris Chisom
Chris Hamilton
Ed Best
Jim Stewart
John Zielinski
Jordan Hamilton
Jorg Linke
Kent Hedberg
Mark Miller
Nick Alexander
Ron Quilici
Ron Thomas
Sanjay Bhandari
Scott Crislip
Ted Unruh
Warren Haack

Interested in volunteering? Scan the QR code to check out the opportunities.



President's Message

Henry Baum - President

July 2022 is the start of a new fiscal year for the PLA. It also is when the newly elected Board of Directors takes over in managing the organization. I want to first take this opportunity to thank Kent and Gail Hedberg for all they have done for the organization over the years, and especially for their activities on the Board of Directors. Gail and Kent have come down from Sparks, NV the last couple of operating days, so that means Gail is hanging in there fighting the cancer demons (and the cancer treatment demons). Also means Kent is hanging in there as well. I want to thank them for continuing to support us even under these trying circumstances. Hopefully they can keep this up for many more weekends.

I also want to extend my heartfelt thanks to Jim Evans, who has stepped down from the Board position of Recording Secretary, a position he has held through all of my terms as President. This Board position has a number of specific duties assigned to it and Jim has done an admirable job completing these duties for so many years. Jim was the member with the longest tenure within the organization on the Board, and that background has served the entire Board well. Jim will continue to serve as Charter Agent, Docent Coordinator and Emergency Coordinator for the Organization.

Taking Jim's place as Recording Secretary will be Matt Petach. Matt has already been serving on the Board as the interim At-Large director taking Gail Hedberg's place since her resignation. So, Matt has some experience dealing with the Board, and in dealing with many Board issues. Matt is also the head of our newly formed Technology Department and is working with the Master Plan Committee. Matt will be instrumental in bringing technology to the organization, bringing us into the 21st century regarding meetings



Photo by Henry Baum

The Ranch Car window is test-fit in place.

and member voting, as well as other planned improvements.

Bob Pratt won the vote to take over the remaining one year of Gail's At-Large position, and Justin Legg will be taking over the other At-Large position that will serve a two-year term. Both Pat Stratton and I were running unopposed as incumbents in this election, so we will be serving as Treasurer and President for another two-year term. Completing the Board will of course be members Mike Strider as Vice-President, Richard Alexander as Membership Secretary and Warren Haack at Director-At-Large. Steve Barkkarie will continue to serve as General Manager, an appointed position on the Board of Directors. By agreement, Steve will continue to be a non-voting member on the Board to avoid any potential conflicts of interest.

Personally, I will be focusing on improving our standing as a Community

Benefit Organization (CBO) withing the communities we serve. I will be working with our elected representatives to insure their continued support for our various improvement plans, primarily in Fremont and Pleasanton as well as within Alameda County. We want to stress that we will be focusing the majority of our efforts in completing the track work into Pleasanton to allow boarding and parking there but keeping the operation fairly low-key as a terminal station. The real improvements will be focused on developing a true museum complex at Niles, with the erection of multiple buildings and other enhancements. I will be sharing more on those plans in the months to come, especially as the Master Plan Committee completes their work.

The Ranch Car progress has achieved another minor milestone. The kitchen window has been reassembled

NILES CANYON RAILWAY

President's Message

Henry Baum - President

and has been test-fit into the opening, using a rejuvenated piece of rubber gasket from one of the other windows. New gasket will need to be fabricated for all the windows, so this rejuvenated piece may get replaced down the line, but it will definitely be adequate for ensuring the kitchen window will not have the leaking problems it had in the past. The car still needs a lot of work to become train-ready, and a lot

of our other cars need work. Again, these projects take forever when only a few volunteers are available to work on them. Always plenty of work if you want to help.

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

Ever wonder how our trains get clean?



Photo by Warren Haack

Peter and Paul cleaning the train.

There are two people who do the unsung work of cleaning our trains.

Those of us who meet them while on duty are always blown away with how they dress. I bumped into them the other day before the board meeting and asked to take their pictures. Their names are Peter and Paul, two brothers who own a large cleaning company. Usually they send their employees on

jobs, but for us they prefer to do the work themselves. I asked if they had just come from church because of their dress. "No, this is how we always dress." It's true. I've seen them cleaning the train dozens of times, and they are always dressed well. What great self image and respect!

Warren Haack

PETE WILLIS



Long time member and volunteer, Pete Willis, passed away on June 3rd. He was 79. Pete's association with railroading started early in life in an unusual way. He was born in England during World War II and could still remember sheltering in the Underground railway stations during the Blitz. Pete served in the US Navy on a combatant ship during the Vietnam era. He was a Journeyman Machinist, Quality Inspector and Planner. Pete and I worked together for 23 years. He introduced me to the PLA/NCRY.

On the Niles Canyon Railway, Pete volunteered assisting Chief Station Agent, Donna Alexander at the Sunol Depot Ticket Office, and in the parking lot during TOL. He also was a TOL Car Host in the Dome Car. His dry wit and gruff voice will be missed.

Steve Jones

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

Here we are at the beginning of summer when we celebrate the birth of our country with fireworks, picnics, and enjoying the great outdoors. (Let me tell you the outdoors doesn't get any greater than when you are riding an open rail car through the unspoiled beauty of Niles canyon.) Our members come together for a grand picnic in the depot garden and enjoy a leisurely ride on the rails to admire the fruit of all those hours of labor in the company of fellow enthusiasts. Our ridership is reaching the limits of our current consist, we are opening new ground for the public, and we are making great progress with car restorations. We have seated new Board members, recruited new train crew, started a new fiscal year and are getting read to receive a major donation from the CTRC next month.

Around Brightside headway has been made on several fronts. With the completion of the paint job on the "Brightside" car, our other open car has been pulled from service for a makeover. MOW crews stepped up to help prep the car by removing the benches, lights, speakers, end gates, and bumpers. We have planned to repair some rotted siding, refinish the slats on the benches as well as adding another ADA gate to the North side of the car. The end bridges will get modified to better meet the diaphragm on a passenger coach and we will add some drip edges to the roof line to keep drops from splashing off the siderails onto the benches.

We have contracted the services of a window company to construct a new window for the #315 coach. Many of the window frames have deteriorated to the point of falling apart and cannot be opened. We have been patching the car up for years with the help of volunteers like Tom Crawford who has made several replacements in his home workshop, but now the time



Photo by H. Baum

Steve Barkkarie supervises the DRT paving crew.

has come to do all the windows. The contract calls for using more water-resistant wood and a more thorough sealing, even beneath the glass, before installation. The contractor brought out a prototype for a trial fit. It is gorgeous, made from mahogany and it fits like a glove. Some work is needed on the openings, but our Wednesday Warriors are up to the task. When the 315 is finished the contractor will build windows for the Gothic Peak as well. Then, we can tell them about the other cars that need window work.

Gerry Feeney has been hopping from locomotive-to-locomotive fixing glitches. Things like a faulty shutter actuator on the WP 713, a fried battery cable on the SP 5472 and replaced the batteries in the SP 1423 (with help from John Zelinski). He and Gerald DeWitt spent a day searching for the cause of an intermittent governor problem that remains elusive. My hat is off to him for

handling the monumental task of caring for our diesel fleet.

Yours truly is dedicating attention to the CW M-200 and training crews for operations. To be sure the railbus is ready for primetime the entire undercarriage has been inspected and lubricated. An updated inspection form, specific for the machine, is in use and a new docent's program is getting hammered out. The boys in the steam department discovered a stash of original replacement brake shoes in a boxcar (just as a few are getting thin) and I have wired some kerosine marker lights with 24-volt bulbs to round out the preparations. Her first duty was three runs out of Niles for the Charlie Chaplin Days event, then she will run East with the regular train running the canyon in July and August.

Tree trimming activities have returned with a vengeance with the return of Mark Whitman. He led the attack on the

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Photo by Mike Strider

Finished driveway at NORAD-Fluker's crossing.

sightlines at Verona and Thompsons crossings, with the help of WEDMOW, and we now have a clear view approaching both areas in preparation for the new Eastward M-200 runs. There is still much work to be done out there on top of the regular canyon maintenance. The use of our tie crane as a brush hauler is Mark's brainstorm and has really improved production while reducing the workload on ground crews. We are very fortunate to be very well equipped and innovation like that is what puts the NCRy on the forefront of volunteer organizations.

At long last we have finished the private crossing at Verona station. We laid the track there years ago but have never had the stars align to pave the approaches. We made several attempts but either we didn't have the money, the paver couldn't schedule it, or some other glitch came up that prevented the completion (can you

say COVID?). This driveway has long provided access to Uncle Pete's signal cabinet West of the bridge over our track, and it has attracted a lot of garbage dumping, abandoned vehicles and homeless camping. Coincidentally, as we were ready to pave, UP came in with a crew to clear out the mess and we (Doug Vanderlee) took the opportunity to install a gate. A few days later the folks from DRT paving (our neighbor in Sunol) were on the job. They dug out the old gravel road and compacted new base rock one day, and the next, they laid down a beautiful new roadway. Thus, the final step to completing the crossing is done, the homeowners have a smooth dust free entrance to their gate, and we have regained control of the area.

This month all departments put together budget requests for the coming year and we set goals for the season. If you have ever wanted to get involved

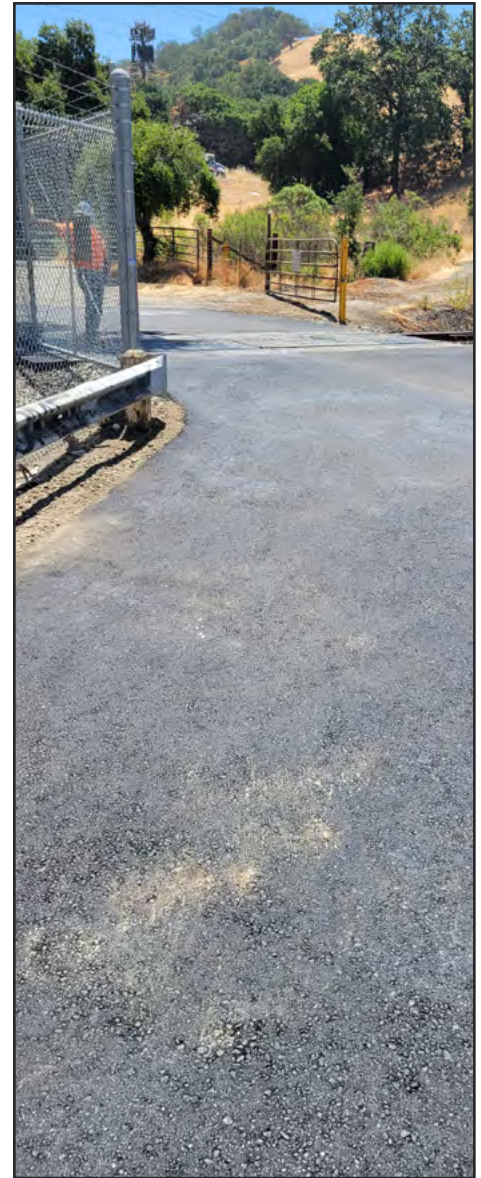


Photo by Stephen Barkkarie

Doug Vanderlee admires new crossing approach and gate at NORAD.

with a restoration or help us provide the public with a world-class historic experience, you should set a goal to get involved. Look at your calendar and budget some time to come out and have some fun with a great group doing amazing things. You won't regret it.

Stephen Barkkarie

Stacktalk

Alan Siegwarth

Continued from Page 1

volunteers as we had planned last year to start operating again in February but instead we are doing another annual inspection on Skookum with no operations in 2022. The annual means many weekends of work for our volunteers to tear plumbing apart, set up and perform two hydrotests (one pretest and one for our FRA inspector) and perform a long list of inspections required every year. We are well into the annual inspection on the Skookum and hope to have her operating again in the fall.

With the Skookum down for an annual, the Steam Department has completed the annual on the Clover Valley #4 and had her out on a test run for the first time after over two years of being out of service during the COVID pandemic. The test run went well but we ended up having a plumbing leak in the cab. After several tries at fixing it, our newest volunteer Emiliano Gonzales, who does a lot brazing at work, made one last try and his repair worked – thank you Emiliano! We are planning to run some steam in July if we can get permission from operations since most of the crews have already been scheduled.

The work on the SP #1744 frame continues. We have been inspecting the spring rigging and have found several pins/bushings that need repair along with some worn areas that need to be welded up, but overall the rigging is in good shape. Repairs are being made and we will be soon be putting parts back on the frame rather than taking them off – that is progress! The tires have been ordered and expected delivery is in September. The driving box work has been started and work continues on the boiler with new rigid stays being manufactured. With over 750 rigid staybolts supporting the firebox on the #1744, there are a lot to



Photo by Alan Siegwarth

Charles Franz (in the cab), Gerald DeWitt and Chuck Kent watching the boiler pressure increase during Skookum's hydro-test.

make!

Slow but continual progress is being made on the SP #1744. Please support the SP #1744 Project with YOUR DONATION to help pay for the wheelwork in Sacramento so we can continue to do the other work on the boiler and running gear planned this

year! Donations can be mailed, made online at www.ncry.org or on our Steam Website page at <http://plasteam.ncry.org> which you can also visit to keep up with the progress of the restoration. Thank you for your support for this important restoration project!

Alan Siegwarth

Alan Siegwarth



Photo by Alan Siegwarth
Chuck Kent and Jeff Schwab putting finishing touches on the Clover Valley #4 in preparation for future operations.

WANT AD!

The Steam Department is looking for 6 to 10 pallets in good condition for parts storage needs. We would prefer heavy duty pallets but beggars can't be choosers – any pallet in decent condition will be considered. Please contact Alan Siegwarth at (408) 515-4602 if you can help with this need. Delivered to Brightside would be a bonus! Thanks!

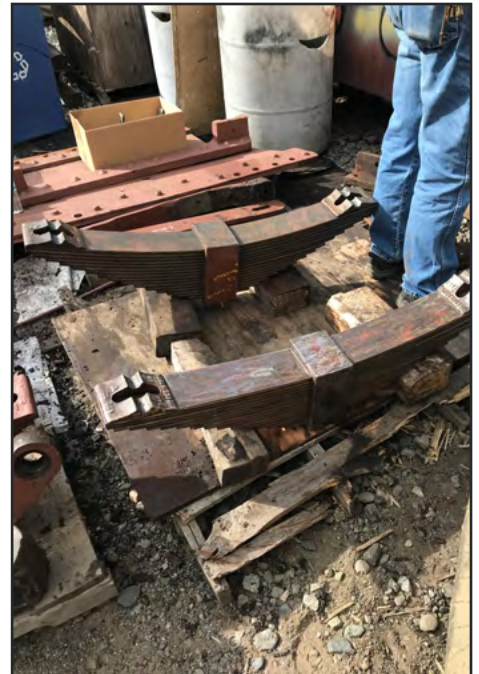


Photo by Alan Siegwarth
SP #1744 suspension parts being cleaned, painted and inspected for re-installation. Lots of parts!



Photo by Alan Siegwarth
Springs and boiler support await re-installation on the frame.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

"The smell". "Is it a skunk", No! It's M200

This month's tale starts up North in the State of Washington at the Sedro-Woolley Iron Works which later evolved into Skagit Steel & Iron Works.

This plant was the largest plant North of Everett Washington. Sedro-Woolley Iron Works achieved a quick reputation as the best shop in Northwest Washington for blacksmithing, forging and repair jobs. The plant would later start a high school apprentice program that became a national model. In 1918, David McIntyre acquired ownership of the plant and business of Skagit Steel and Iron Works. The Longview, Portland and Northern Railway contracted the SSIW to build them a self-propelled motor car railbus that would carry around 30 passengers.

The MAC division of the SSIW started work on this car that would become the number 20 on the LP&N railroad in 1926. The model number "6-46" was MAC's code for 6 cylinders gas engine and around 4600 pounds in weight. This new gas rail coach (railbus) was a 170 horse power gas powered engine, it measured 48 feet in length and weighed in at 21 tons and had a baggage compartment which was designed to carry 3000 pounds capacity. This car was designed to carry 30 passengers as built. At that time, these cars were built on demand and it seems no two of them looked alike. The car was delivered to the City of Prineville, Oregon later that year. The #20 ran on the LP&N for several years and was sold to the Trona Railway in the early 1930's. Trona Railway is a 30.5 miles railway which was completed in May 1914. The new railroad carried inbound fuel oil and outbound fertilizer and chemical products from new chemical plants in Searles Valley. It



This was an early view of Skagit Steel and Iron Works in 1926. This is the shop that some parts for the M200 were made.



Car #20 waiting assignment in front of LP&N Depot. This is as close as you will get for an as built photo of the M200.

also carried passengers to and from Trona to connect with the Southern Pacific Railroad. Regular passenger service continued until 1937, a self-propelled motor coach #22 (ex #20) ran for pupils of West end, South Trona and Borosolvay to attend the school

in Trona. The #22 looked like the date it was built. This operation ran up to 1941. At that time, the #22 was sold to the California Western Railroad as their number M-200 for operation between Ft. Bragg and Willits. Minor changes were made to fit the operations on

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Tales of the Past

Dexter D. Day - Operations Manager

the California Western Railroad. The gasoline engine was replaced by a diesel. This provided for more economic operation, but it provided for other situations. As the story is told, between the diesel engine smell and carrying dead fish over to Willits to catch the express train to San Francisco, the combination of those two smells, wafting up the Noyo River Valley on the afternoon breeze off the ocean caused a noticeable smell for those people waiting for the M200. People would sniff the air and say, here comes the skunk! That was said since they could smell it before they could hear or see it. Just like a skunk. While on the CWR, the railbuses (Skunks) became very popular with the passengers. The (skunk) M200 schedule as train 1 & 2, departed Ft. Bragg at 10:00 am and arrived Willits at 12:01 pm. The return departed Willits at 2:00 pm and arrived Ft. Bragg at 4:00 pm. When the railroads were carrying mail, trains 1 & 2 did carry the mail. Also, the car carried local freight to the small destinations enroute. The M200 belonged to the CWR until 1975. At that time, the M200 was acquired by the PLA at Castro Point. The car was turned over to the PLA as unserviceable. At that point, the M200 went through a restoration inside and out. The M200 was returned to service at Castro Point Railway in 1985. It operated until closure of Castro Point Railway when the M200 was



M200, as car #22 on the Trona Railway when used for hauling kids to school in Trona.



M200 waiting for departing time in Willits as a special train arrives from Ft. Bragg.



The symbol of the M200 and what they became identified with and called. "The Skunk".



**The M200 awaits departure time In Wil-
lits as train No.2 for Ft. Bragg. M100 sits
behind M200 as standby.**

[illegible]

Schedule the skunks ran before wash out in canyon and tunnel collapse.



M200 in woods crossing bridge heading to Ft. Bragg. Picture prior to silver roof and skunk symbol on side.

Continued on next page

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

moved and stored at Vallecitos Nuclear Center near Pleasanton. The car was stored there until PLA was ready to move it to its new home on the NCRY. The M200 saw its inaugural passenger service run on the NCRY on May 21, 1988. The M200 at first had a lively schedule to run on the NCRY. But as equipment kept arriving from storage, the M200 kept getting shoved to the back of the pack. The wear of being out in the weather and not moving was taking a toll on the machine. It got to the point where we pulled it from service runnable. Carlo and Warren completely rebuilt the interior of the car and painted the interior. The car was finally scheduled for the shop to have the car's exterior worked on and repainted by a contractor. With the new paint job which was done like it had on the CWR. With a new paint job and new interior, it was time to look at up grading the car. Carlo built a toilet area back into the car. Steve Barkkarie finished that off by putting in an RV toilet and wash area. Also, new changes were going to take place. Now that the car is ready to go back into service, a modern upgrade to help the Motorman to see better when the M200 is backing up. Yes, a hi-tech camera has been installed and a monitor has been mounted on the instrument panel. Now he has full view when backing up. The M200 has been upgraded and ready for service. For being 96 years old, the old machine runs and looks like it was new and it sounds good. We received the M200 from the CWR in July 1975. This July, the M200 has been ours for 47 years and the M200 will be back in service again. The East end of the railroad is becoming operational and that will be the new runs for the M200. Sunol to East E.O.T. Times will be adjusted as distance increases. The M200 will start the East end service with times under 1 hr. There will be on board service if

needed (water).

I hope you enjoyed the background on a machine that you will be riding on

shortly. With that said, this tale comes to a close.

Dexter D. Day



M200 meets M80 at Northspur about halfway between Willits and Ft. Bragg and it has a wye, water, and shelter.



M200 at Castro Point after rebuild from receiving it from California Western Railway. This paint scheme would carry over to the NCRY.



M200 ready to head East from Sunol to test out times for new runs coming up. The car carries the same paint scheme which was the last one on the CWR.



M200 looking forward to the new upcoming schedule going East. The Camera monitor is seen behind seat.

NILES CANYON RAILWAY

Membership Report

Rich Alexander - Membership Secretary

Another bit of sad news. Longtime member Pete Willis has passed way. For those of you who remember Pete he was always assisting Donna in the Ticket Window. Just before Covid, his wife of many years passed. After that Pete became ill and went into the hospital and after that into a care facility. Pete was suffering from MS and later on dementia started to set in. Pete will be missed.

New Members: Steven Buscovich; Audra DellaChiesa; Victoria Newton; Michael L. Stockwell; Shirley Wu; and Taylor Wu.

The 4th of July Picnic is selling very well. Most members have opted for the first train ride with lunch after. Please remember that you have to pick up your wrist bands at the Sunol Depot first.

I am still getting questions about how to renew membership online. I am not sure what to do about this, I have made instructions available in the Club Car with detailed instructions. The primary member is \$48.00, secondary member is \$24.00, and kids are \$12.00, and you

can renew by sending a check.

I am still working on the FareHarbor ticketing site setting up the events. I have discovered that to avoid confusion the events need to be set up individually. That means that the Niles and Sunol locations need to be separate events. This allows the confirmation emails that go out to direct passengers to only one location. I still need to fine tune each event and have them double checked to make sure that the information is correct.

I'm also working on the Club Express site for volunteer opportunities. I have created a master list for different opportunities which can be copied and then updated with the correct date information. These will be online to sign up for TOL soon.

This brings me to another issue. At this time, I am probably the most knowledgeable person dealing with these sites. Donna and Chris Hauf have experience with the sites as well. I know that Chris also has many other duties that he has undertaken and this

shouldn't be his primary duty, but he has been a great help.

At the last board meeting I suggested that the board should start finding members to train in these areas. I kind of inherited these duties from Gail as I was sort of her back up on FareHarbor and Club Express. We need to start looking and filling these positions or at least training some members before a void is created. I would like to welcome the new Board Members who were elected, and 2 new members have taken an interest in helping with the online sites.

I have been getting Club Cars returned, some because members are on vacation, others because they could not be delivered. If you haven't been getting your Club Car or know of a member in this position, please let me know so I can update the roster. Remember, if we don't have your correct information such as address, phone or email we cannot communicate with you.

If old or new members would like a tour of our train yard you can contact Glenn Fountain. He is happy to give tours and you can contact him at grfoun10@aol.com or by phone 510-673-1084

Rich Alexander

Brush Cutting

Mark Whitman

Mark has been missing in action for the months of April and May due to two minor surgeries. I understand that primarily the Wednesday crew did do brush cutting on several occasions. I know they headed east from Brightside and did minor trimming and cleared the line of sight just east of the Farmers Crossing. They also went to just west of the Dresser Bridge and removed small trees and brush.

Steve Barkkarie informed me that starting in July we will be running the M200 to the east end of track. The fact that this section of the railroad was not built until after the first western section was completed allowed the trees to get quite large and encroach close to

the edge of track. Also, due the fact that we have done little tree trimming maintenance in the last two years, this is going to necessitate a lot of trimming along this section.

So, on June 8th we headed to the east end to just west of the grade crossing at Pleasanton Sunol Road and cleared both sides of the track for line of sight. Assisting today, Steve Barkkarie, Bob Pratt, Steve Meyer, Wes Van Osdol, Ken Southwick, Pat Stratton and myself.

Steve Barkkarie bought the club a gasoline powered pole saw and is also going to purchase a top handled gas-powered chainsaw for PLA.

Mark Whitman

Notes from the Hazmat Sheds

2022 hazmat training was done during the train crew recert, student brakeman, & RWP classes. Please contact me for copies of Working Safe with Hazmat / Hazmat Housekeeping (class handout) and Major Hazmat Spill Emergency (stickers).

The overhead power lines to Hazmat Sheds #1 & #2 were destroyed last month by a falling tree, so I installed battery-powered motion-sensor ceiling lights in both sheds.

Thanks! - **Doug Debs**, NCRy Hazmat Manager, cell 650-704-1487, e-mail hazmat@ncry.org

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The May balance sheet shows the PLA has just under \$1.1 million in cash in the bank. We also have \$15,000 Reserve set aside at our ticket seller, Fare Harbor, to cover potential cancellation of pre-sold tickets for scheduled train runs (primarily a safeguard for TOL). Our Stock Account has shrunk by about 10% due to current market conditions, but is still paying us \$1,100 a year in dividends. Since we are holding the stocks for the intermediate-to-long term, that shrinkage is not a problem, we expect to regain it over time.

Revenue for May was \$2,872 from Dues; \$24,743 from Train Ops; \$3,097 from our Gift Shop; \$943 from Commissary; and \$704 from Scrap sales.

Contributions to PLA programs totaled \$6,628, including a \$3,000 grant from Alameda County. It also includes an anonymous donation of \$250 made following the death of Charles Smith, in his memory and in celebration of his participation in PLA programs and operations over many years.

Our largest bill this month was payment for the Brightside Topographical Survey, \$23,865. Diesel fuel is nearly twice as expensive as it was late last year. We purchased insurance for the dump truck we bought last month. Otherwise, expenses during May were pretty small and predictable.

The painting of the Brightside Car (it

had #5002 on it) was completed. The overall cost of labor, paint and painting supplies was \$19,275 (only \$2,039 in May). The Car Dept. has not yet painted railroad car markings. I understand the car was originally numbered Western Pacific #2746, and that is the number that will be applied to it. To all of us it will still be the Brightside Car. It looks very good, and will work better than ever as one of our open cars.

Our budget looks kind of strange. At the beginning of the year we agreed to spend up to \$173k more than we earned in revenue - this could be done because we brought forward into this year \$500k cash to cover the excess expenditures. Well, as of now the opposite has occurred - we have spent \$563k less than our revenue. The situation arises because of a shortage - not of money, but of volunteers. If any of you are itching to take on a project, step up - if you have a reasonable plan to complete a priority project, and can get the Board's backing, the PLA can afford to back the project. And if you just want to dive into a project as a volunteer, get names from the Club Car or ask other members or Board members.

It is time to arrange an audit of financial records for this fiscal year we are just finishing. I'll send a signed Engagement Letter to the firm we worked with last year, the first step to

getting the process scheduled and started. I am also working on renewing our Federal Surplus Property Program eligibility so we can watch the list of surplus properties for sale by the Feds, and the State of California as well. It is an 8-part application.

That's it for May. As always, let me know if you have questions or comments

Pat Stratton

BRAKEMAN CLASS

Niles Canyon Railway

On June 4 & 5, 2022, the Niles Canyon Railway held a Brakeman training class which was the first one held in a long time.

The class was for two days and was held at Brightside at the White House and in the field. Big thanks to Doug Debs for fixing lunch for the classes.

The instructors for classroom instruction and hands on training were Dexter Day, Warren Haack, Mark Miller and Kent Hedberg.

The class had five students, John Link, Peter Savoy, Nick Zemory, Liam Oleary and Michael Stackwell.

Hands on training and getting qualified as a Brakeman will take place over the next four months.

Dexter D. Day
Operations



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>

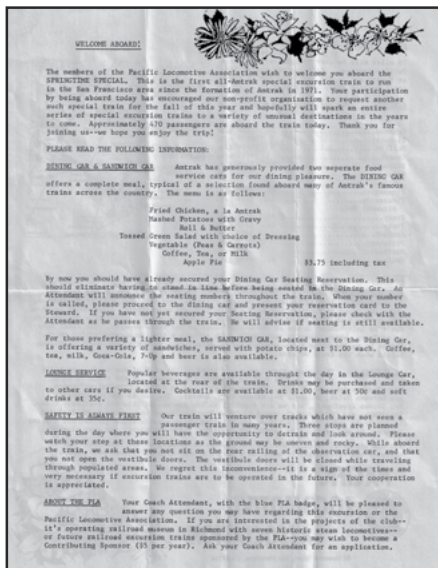


NILES CANYON RAILWAY

PLA Memories - Amtrak Spring Time Special 4/12/75

Amtrak had taken over SP passenger service just a few years prior and PLA excursion director Henry Luna knew the right people at SP & Amtrak.

Henry arranged for this unique trip and put me in touch with the motive power people to have them set up the A-A-B-A-A F unit consist, all former SP locomotives painted in Amtrak scheme. PLA member Gerry Feeney was also on the train and provided the flyer and photos.



We went south from Oakland to Niles, then east over our NCRy ROW, over the Altamont Pass to Tracy, then up the Mococco Line to Martinez, then back to Oakland. All the cars were from the SP and the train had two diners and a lounge car that was run by PLA staff. I remember our brief stop at Niles shown in the first photo since our lounge car ran low on supplies and a bunch of us had to run over to a local grocery store and grab olives, cherries, plastic cups, and napkins. We got back just in time!

Second photo shows train turning east going over Mission Blvd. bridge over which our NCRy trains run today.

Third photo shows train east of Sunol with the old WP to the right.

Everyone had a great time, and as I recall, PLA made around \$500 profit.

Jim Evans



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Photo by Chris Hauf

#4 runs west along Highway 84 just west of Brightside yard after taking water in Sunol.