



THE CLUB CAR



Bulletin 718

Pacific Locomotive Association, Inc.

June 2023

BUILD EAST CREW TAMPS TO THE HAPPY VALLEY ROAD BRIDGE



Chris Hauf Photograph

Saturday, May 6th crew posing after tamper reached the west end of the Happy Valley Road Bridge.

IN THIS ISSUE

- 3 Volunteer Report
- 6 Along the RoW
- 10 Tales of the Past
- 13 Membership Report
- 14 Treasurers Report

On Saturday, May 6, 2023, the Build East crew finally reached the west edge of the Happy Valley Road Bridge (MP 39.06) with the tamper achieving a major milestone. With the exception of about a hundred feet of track near the bridge where there are some defective crossies, all of the new track from Verona to the Happy Valley Road Bridge is now in final grade elevation. That Saturday we had nine volunteers that concentrated on getting the track

surfaced with track jacks and the Fairmont/Canron Mark I tamper. In addition to the final track grade (also referred to as the top-of-rail grade), all of the curves have the prescribed superelevation (banking) where the outside rail is elevated higher than the inside rail. The remaining work to bring the track into final lining and grooming will be completed by one of our track contractors with specialized

Build East continued on Page 8

OUR MISSION: To be an operating railroad museum for standard gauge railroading, past, present and future, with emphasis on the Western United States and special emphasis on Northern California

NILES CANYON RAILWAY

MEETINGS

Board of Directors Meeting

JUNE 9

5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

General Members Meeting

JUNE 9

7:00 PM

In Whitehouse @ Brightside
In-person & Teleconference

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

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

JOIN THE PLA

Yearly Membership Dues:
Primary \$48.

Second adult \$24, Child (under) 18, \$12

Payments can be made on-line through
ncry.org

or by check mailed to:

Membership Secretary

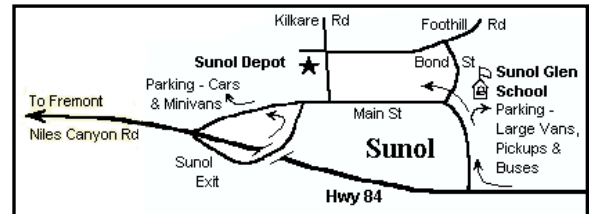
Pacific Locomotive Association

P.O. Box 515, Sunol, Ca 94586-0515

BOARDING LOCATIONS

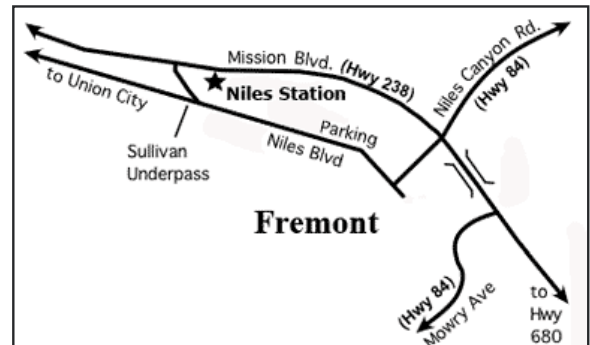
SUNOL DEPOT

**6 Kilcare Road
Sunol, CA 94586**



NILES STATION

**37029 Mission Blvd.
Fremont, CA 94536**



===== 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

===== DEPARTMENT HEADS =====

Brush Cutting - Mark Whitman	Operations Manager - Dexter Day
Car Department - Dennis Mann	Public Relations - Henry Baum
Charter Agent/Docents - Jim Evans	Road Foreman of Engines - Kent Hedberg
Chief Engineer - Mike Strider	Security Department - Jim Evans
Club Car Editor - Barry Lependorf	Signal Department - Curt Hoppins
Commissary - Doug Debs	Station Agent - Niles - John Fenstermacher
Crew Caller - Jackie Vlasak	Station Agent - Sunol - Donna Alexander
Gift Shop - Patrice McDonald	Steam Department Head - Alan Siegwath
Hazmat Manager - Doug Debs	Steam Hosteler Training - Jeff Schwab
Member Communication - Linda Stanley	Train Master - Mark Miller
Museum Curator - Dennis Mann	Volunteer Coordinator - Ed Best
New Member Orientation - Glenn Fountain	Yardmaster - Stephen Barkkarie

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515 .

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 2nd Friday of January, March, May, June, July and October at 7:00 p.m. in the Whitehouse at Brightside Yard. Members, Sponsors & Guests are welcome.

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

NILES CANYON RAILWAY

June Activities

June 3	1st Saturday	Track Building East, 8:00 am - Brightside - Mike Strider
June 9	2nd Friday	Board of Directors Meeting, 5:30 pm - Brightside - Henry Baum
June 9	2nd Friday	General Member Meeting, 7:00 pm - Brightside - Henry Baum
June 10	2nd Saturday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
June 10	2nd Saturday	Wedding Charter, 5:30 pm - Sunol - Jim Evans
June 11	2nd Sunday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
June 17	3rd Saturday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
June 17	3rd Saturday	Wedding Charter, 5:30 pm - Sunol - Jim Evans
June 18	3rd Sunday	Regular Train Operations, 10:30 am & 1:00 pm - Sunol
June 23	4th Saturday	Wedding Charter, 5:30 pm - Sunol - Jim Evans

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,960 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.

Administration

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

Archives & Library

Brian Hitchcock

Car Department

Bent Christensen
Bill Stimmerman
Bob Moore
Bruce Burke
Chris Hauf
Dee Murphy
Denis Murchison
Dennis Mann
Howard Wise
Jim McDonald
Joan Weber
John Link
Marshall Williams

Car Department

Norm Fraga
Peter Goodier
Phil Stone
Steve Van Meter
Tom Crawford

Commissary

Allison Wright
Bev Barkkarie
Bonnie Harrington
Brian Schott
Charlene Murrell
Cynder Niemela
Dan Mills
Dave Ferguson
Dee Murphy
Delice Ferguson
Donna Alexander
Doug Debs
Ed Best
Jack Harrington
Jacques Verdier
John Link
Linda Best
Patrice McDonald
Paul Davison
Rich Alexander
Rob Giles
Roger McCluney
Sally Liska
Sally Mills
Steve Barkkarie
Sue Thomas
Theresa Pena
Tom Crawford

Depot Crew & Operations

Donna Alexander
Kent Hedberg

Depot Crew & Operations

Rich Alexander
Thomas Libbey

Docents

Bob Pratt
Jim Stewart
Sue Thomas

Electrical & Signals

Bent Christensen
Bruce Burke
Curt Hoppins
Jacques Verdier
Jim Stewart
Logan Rubasky
Rich Alexander
Steve Knoeck

Facilities

Bob Bailey
Doug Debs
John Zielinski
Linda Stanley
Matt Petach
Rich Alexander
Steve Jones

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Bill Stimmerman
Charles Franz
Chuck Kent
Dee Murphy
Dylan Olson
Gerald DeWitt
Henry Chandler

Mechanical

Howard Wise
Jeff Haslam
Justin Legg
Karl Swartz
Kent Hedberg
Kurt Olsen
Linda Stanley
Steve Jones

Meetings

Bob Bradley
Bob Pratt
Charlene Murrell
Chris Hauf
Curt Hoppins
Dave Burla
Dee Murphy
Derek Schipper
Don Gholson
Donald Kirker
Donna Alexander
Ed Best

Gail Hedberg
George Childs
Henry Baum
Jeff Haslam
Jim Baber
Jim Evans
Jim Stewart
John Zielinski
Jon Williamson
Justin Legg
Karen Kadaja
Kent Hedberg
Leslie Smith
Liam O'Leary
Linda Stanley
Lou Bradas
Mark Miller
Mark Whitman

Meetings

Marshall Williams
Matt Petach
Mike Strider
Pat Buder
Pat Stratton
Patrice McDonald
Paul Veltman
Peter Midnight
Rich Alexander
Rob Giles
Roger McCluney
Sally Liska
Steve Barkkarie
Steve Jones
Tim Flippo
Tom Eikerenkotter
Warren Haack
Zona Fowler

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Brad Jones
Charles Navarra
Chris Campi
Dave Ferguson
Dee Murphy
Jason Pate
John Link
John Zielinski
Jorg Linke
Kurt Olsen
Linda Stanley
Matt Petach
Mike Pechner
Mike Strider
Nick Alexander
Pat Stratton
Paul Bartz

MOW & Track

Peter Savoy
Ron Thomas
Steve Barkkarie
Steve Hill
Steve Jones
Steve Knoeck
Steve Meyer
Steve Miller
Tom Anderson
Wesley Van Osdol

Other

Alan Siegwarth
Anthony Hoffman
Barry Lependorf
Bob Bailey
Bob Pratt
Brad Jones
Brooke Murphy
Bruce Burke
Chris Hauf
Christin Zamora
Curt Hoppins
Dean Cornell
Dee Murphy
Dennis Mann
Donna Alexander
Doug Debs
Ed Best
Gerald DeWitt
Gordon Osmundson
Justin Legg
Karl Swartz
Liam O'Leary
Matt Petach
Mike Strider
Nick Zamora
Pat Stratton
Patrice Warren

Other

Sierra Murphy
Tom Eikerenkotter
Warren Haack
Zonker Harris

Train Crew

Adam Weidenbach
Bent Christensen
Brad Jones
Charles Franz
Chris Chisom
Chris Hamilton
Chuck Kent
Doug Vanderlee
Dylan Olson
Ed Best
Jackie Vlasak
Jeff Schwab
Jim Stewart
John Sutkus
John Zielinski
Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Kent Hedberg
Kurt Olsen
Liam O'Leary
Mark Miller
Mason Denton
Matt Petach
Michael Stockwell
Ron Thomas
Sanjay Bhandari
Steve Barkkarie
Ted Unruh
Tim Flippo
Warren Haack

President's Report

Henry Baum - President

Things are progressing. That's all I can say. As part of the deal with Santa Clara County, California Trolley and Railroad Corporation, and the PLA to transfer the Santa Clara County owned assets to PLA for use in Niles, there was a lot of CTRC assets that were traded to PLA as well. These assets (primarily materials, but also machine tools and other equipment that were acquired to support the SP2479 restoration) will also be transferred to Brightside to continue support of the SP2479. One of the items that was included in the deal was a 65 ton centercab diesel locomotive that CTRC acquired from Kaiser in Cupertino. This locomotive is nearly identical to our 65 ton centercab US Army #7348, so it would be redundant to add it to our collection. I talked to my friends at El Dorado Western Railroad to see if they would be interested in a 65 ton locomotive (I knew they would be), especially if someone else was covering the moving costs. They were. The CTRC deal was reworked so the 65 tonner would go directly to El Dorado Western without passing through PLA ownership first. The deal was finally culminated in the 3rd week of May, with the locomotive traveling by special lowboy trailer to Shingle Springs where it was safely unloaded and placed on El Dorado Western Railroad Rails. The folks at EDWR will now begin the work to get the locomotive running and ready to go back into service.

This whole Santa Clara deal would not have happened without the efforts our members and volunteers have made throughout the past decades. The PLA has grown to become a well-respected member of the Railway Preservation and Museum community. Our reputation for getting the impossible done is well earned, and it is something all of our members must be aware of and strive to protect. Like our non-profit status, our reputation is a tangible item that can be tarnished and even killed by folks not taking care of the organization.



Ken Middlebrook Photograph

The 65 ton locomotive heading to El Dorado Western on a 100-foot-long 100 wheel low-boy.

We have shown what we can do as an organization over the years, and we have no desire to disrupt what we have (if it ain't broke, don't fix it). But our resilience and flexibility will be challenged as we move into (for us) uncharted territory. The idea of

developing the Niles Canyon Museum outline last month has continued to progress, but I am disheartened by the lack of member support for the organization in general. We have a Board of Directors election coming up this month, and for the first time ever,

NILES CANYON RAILWAY

President's Report

Henry Baum - President

we have no voting member nominated for the Vice-President position. We have over 65 voting members, and while 3 of them are willing to stand for the Director-At-Large position, nobody was willing to stand for the Vice-President position.

Our by-laws are somewhat archaic, and attempts to update them have been met with resistance. Our by-laws do allow for write-in candidates, so it is highly likely that our next Vice-President will be whichever Voting Member (which one must be to be elected to the Board) write-in candidate gets more than a single vote. We could easily have 3 candidates with 2 votes apiece, or any other combination, ending in a multi-way tie that the current Board of Directors will have to resolve.

The ballots will be mailed to the voting members soon, and must be returned

before the next General Meeting the second Friday in June. I am hoping someone takes the initiative to mount a write-in campaign that will generate a significant number of votes for a candidate. I know this can be done, as I myself mounted such a campaign for the vice-presidency when I was a new voting member to provide an alternative to the nominated candidate. I am proud to say my campaign was extremely successful, and I served as Vice-President for several terms.

Board positions were for one-year terms back then, now they are for two-year terms as the continuity of the Board is an important part of maintaining our reputation in the Preservation Community. That two-year commitment is not going to cause anyone great stress. Many folks like being on the Board so much that they run over and over again. I know I did.

Remember, we are an all-volunteer Board. It is not like Compulsory Military Service or a Prison sentence. The Board position should not take up an inordinate amount of your time, but you will be expected to attend the Monthly Board meetings, so you can know what is going on.

We will still always need your help. No matter what it is, we need volunteers to make it happen. Make 2023 the year you come out and volunteer.

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. I REALLY want to hear your thoughts on what we should be doing to move the organization forward.

Respectfully submitted
Henry Baum

RAILWAY WORKERS PROTECTION CLASS

WILL BE HELD ON
JUNE 10 & 17

AT THE WHITE HOUSE
9:00 am

Sign up online
like for crew call.

Gift Shop News

Patrice McDonald

Have you noticed that your Niles Canyon Railway work shirt isn't the same shade of orange as it used to be? Maybe it has more holes in it than a slice of Swiss cheese? Is it possible it doesn't quite fit like it used to?

If you answered yes to any of these questions, it sounds like it's time for a new one. The gift shop can help! Place your order online or stop by the gift shop in Sunol to pick one up.

Shirts are available in both short and long sleeves.

Please direct any questions to me at:
giftshop@ncry.org

Patrice McDonald



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

Along the Right of Way

Stephen Barkkarie - General Manager

Spring has sprung and the trains are running. We've been pulling trains with both steam and diesel, we've had charters, special events, school trains and railbus excursions. The track crew has reached a milestone and our one-of-a-kind SP 9010 Kraus-Moffet came out for a run in the sun. We've sprayed for weeds and spruced up around the yard. Cars are being repaired, restored and repainted in several places around Brightside and a major step has been made at the State Museum on our next acquisition. This is also the time of year for Board of Directors elections, crew recertification, RWP safety training, and making budget requests for the coming year.

Even with all the positive things going on, we have our share of setbacks as well. For several weeks we were plagued with a rash of thefts of track building materials out at the East end. It started out when I noticed a few tie plates and joint bars mysteriously appearing on the side of Pleasanton-Sunol Road, first in one place, then in several others over the period of about a week. Each time I would stop and collect the pieces and return them to Brightside. One Friday when Mike Strider and I were out spreading ballast where I noticed a guy with a campfire down in the draw between our track and HWY 680, right in the area where the OTM (Other Track Materials) were staged by the road. He was reported to the Alameda County sheriff but had fled before the deputies arrived. Several days later we were hit again but this time the thieves brought a wagon and made off with a dozen sets of joint bars by hauling a hundred yards and tossing over the fence all at one time. I reported this incident as well and the sheriff suggested I get some cameras to try to catch the perpetrators. I monitored the cameras for about a week with no action, then, when I thought they were not coming back, they struck again,



Stephen Barkkarie Photograph

Gerry Feeney looks on as the KM is rolled out.



Stephen Barkkarie Photograph

Midnight visitor.

and I got several pictures of the thief and his car. (Unfortunately, night vision cameras cannot read reflective license plates because they flare out.) To put an end to pilferage once and for all, we gathered up every loose piece of metal from Verona crossing to Happy Valley bridge. Thanks to Mark Whitman and Doug Vanderlee for helping collect, barrel and transport all those plates spikes anchors from the ROW and the



Stephen Barkkarie Photograph

Large Nut in the Steam crane.

East build crew for loading 15 barrels of plates that were relocated (to the Shoo-fly) at MP39.

The repaired tamper helped Mike Strider's East build crew reach the Happy Valley Bridge. Well done and look for the story in Mike's article. Dead ties have begun to be collected along the way and I have contacted Ferma-Greenbox services about a dumpster box service for old ties. Their price is reasonable, and all we must do is load the box, and they come and get it. We will need help stacking the ties in the box and I will put out the call when we get started.

Doug Vanderlee has been working with Steve Slabach (and several others) at the CSRM to prepare the 150-steam powered crane they donated, and we approved the budget for, to be trucked to Niles Canyon. The crane must be disassembled for transport and that involves removing a giant, a foot and a half wide and seven-inch thick, threaded collar from the center pivot of the crane. That collar hasn't budged since the crane was built and he spent

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

several days with hydraulic jacks, penetrating oil, and a custom-made tool to unscrew that massive fastener. Now, all that must be done is to remove the two ponderous hook blocks so the rig can be transfer-tabled into the shop to separate the "house" from the "wagon". Then the tender and two halves can be loaded onto trucks, moved to Niles Canyon, and the whole process reversed. Sounds easy when you put it on paper but easier said than done.

Back in Brightside yard, the "All Day Lunch" car is back for kitchen paint after doing a stint in the return of the "Beer Train" (look for the story in Doug Deb's Article), Wednesday crews have resealed a roof leak on the Brightside open car, began the repair of the NE trap on the SP2101 coach, and the new metal roofing for the "Bones" has been purchased and picked. Engine crews reported a strange noise in the nose of the SP 1423 that turned out to be a broken bearing mount for the fan belt pulley and that was removed and welded back together. The "Diner" is going to have the AC and refrigeration systems repaired and Howard Wise has moved on to the South side of the Hidden Lake (A.K.A. "Ranch" car) with the welding repairs.

Speaking of Howard, he and KM enthusiast Rob Fern (visiting from the U.K.) took the SP 9010 out of the barn for a test run. The idea was to warm her up and see if they could stop a pesky oil leak in a couple cylinders. To do that they dragged the SP 5472 with the



Stephen Barkkarie Photograph

Henry Baum hosts Historic charter.

dynamic brake on to give resistance and it seemed to do the trick. He can now clean and mount the Turbo charger, replace the hood and that should complete the restoration. (Please forgive the over-simplification of the work, Howard.)

The CW M-200 has had a couple of charters this month. It has been sidelined from regular service due to track conditions East of Sunol but has gained popularity for excursions. Running after operations on scheduled Saturdays, around MOW on other Saturdays and even mid-week runs. Of particular interest, I had the opportunity to serve as Motorman for an historic tour for a group of Niles women who have lived many decades in the town and continue to meet monthly. The event, hosted by our own president, Henry Baum, was a first of its kind and extremely fascinating to be a part of. The first-hand accounts of life in Niles Canyon gave breath to many myths and legends

passed around, and their accounts of the building's histories gave a colorful vision of what life was like there in the middle of the last century.

Once again this is only the tip of the iceberg of what goes on in the PLA. I could go on for pages about the work that goes on behind the scenes with committees planning our future, our excellent media and relations work, the hours that go into making sure mementos are available, tickets are scheduled, sold and distributed, that there is food and drink on the train, and that the toilets work. So, to volunteer here you really don't have to know a lot about trains, that will come. All you really need is the desire to surround yourself with great people who enjoy making other people happy. If this sounds good to you, you are invited to join in with the fun.

Stephen Barkkarie
General Manager



Stephen Barkkarie Photograph

Broken bearing mount repaired.

NILES CANYON RAILWAY

Building East

Mike Strider - Chief Engineer

Continued from Page 1

track equipment. His work includes the horizontal alignment based on our surveyed offsets and the regulating of the ballast to give us the final grooming of the track and ballast shoulders.

Our workdays on track are never without surprises as we ran into a young rattlesnake under a rail while jacking the track. Using our level board that is about 10-ft long, we guided the reptile away from the track and up into the hill. Always be aware of your surroundings and areas where snakes can hide including wood and tie piles as well as rail and track equipment. 'Tis the season for snakes.

While the track crew was racing east toward the Happy Valley Road Bridge, Stephen Barkkarie and Doug Vanderlee transported the remaining tie plates stored nearby to Brightside yard in 55-gal drums. We have recently been hit with the theft of rail joint bars and other track materials at night. If it's not nailed down or isn't heavy, it has feet.

Our next build east phase will be from the east edge of the Happy Valley Road Bridge to a point just east of the I-680 underpass (MP 39.7). There is a lot of preliminary work on the roadbed

to be done before we can start laying new track. We must complete required ditching in the cut areas before we can place our alignment offsets, then we have to re-establish the track centerline. There is also a washout (slipout) just before the Freeway underpass that must be repaired, and Caltrans is going to repair the major drainage damage under the Freeway before we can lay track there. All this will take time but

we'll get there.

Thanks for all of the volunteers and track crew that have made this effort so successful.

Mike Strider



Jason Pate Photograph

Rattlesnake under rail during track jacking.



Chris Hauf Photograph

Tamper advancing toward the Happy Valley Road Bridge.



Chris Hauf Photograph

Tamper on the Happy Valley Road Bridge.



Mike Strider Photograph

Newly installed non-agency station sign at Hearst Jct, MP 37.46. This is our connection to the Union Pacific (UP) and the national rail network. Hearst station is on the UP side.



Chris Hauf Photograph

Mike Strider discussing the day's plans with Stephen Barkkarie.

NILES CANYON RAILWAY

May 7th Beer on the Rails

Our first beer-tasting train since September 2019. There were eight excellent beers to enjoy, from Devil's Canyon Brewery in San Carlos, DasBrew in Fremont, and Jack's Brewery in Fremont.

Despite the unusually cool weather, we had a good passenger load. There were a few behind-the-scenes startup glitches, which the team solved quickly. Every passenger had a great time. We even had passengers dancing to the live band! One of the brewery owners noted that this was an exceptionally good event - literally everyone onboard was happy, great beers, nobody was inebriated, great lunch for everyone, and cheerful & helpful commissary & train crews.

Many thanks to the breweries' staff, and:

Commissary Team:

Donna & Rich Alexander (tickets, logistics, advice), Ed Best, Linda Best, Laura Bajuk, Bob Bradley (setup advisor), Doug Debs, Sally Mills, Kylie Montgomery, Theresa Pena, Joe Romani, Janet Smith, Raymond Swift, Jacques Verdier.

Publicity:

Chris Hauf (social media, e-mails), with some on-the-ground support from Dan & Sally Mills.



Ed Best Photograph

Laura Bajuk, Sally Mills, Jacques Verdier, & Joe Romani making lunches in All Day Lunch car.

Train Crew:

Conductor: Warren Haack.

Engineer/Fireman: Jorg Linke, Jim Stewart.

Brakemen: Sanjay Bhandari, Peter Savoy.

Docent / "Armstrong" P.A. system: Phil Montgomery.



Ed Best Photograph

Happy passengers.



Ed Best Photograph

Brian & Tricia Sparling of Jack's Brewery.

Magician Behind the Curtain:

Roger McCluney (procured beer license and Polish sausage).

Sunday, August 27 **Beer on the Rails** tickets are going fast, so get them while they're hot!

Doug Debs



Ed Best Photograph

The Buds Band & Conductor Warren Haack in Chapel Car, near Farwell.



Ed Best Photograph

Jan Schutze & Priscilla La Rocca of Das-Brew Brewery.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

THE WHITE HOUSE, ONCE A PALACE AT BRIGHTSIDE

The Niles Canyon Railway started out like the Pilgrims in the new world on the land which they landed upon. It was slow at first, but by 1988, we were starting to see some progress being made. The track was being laid on the main line and the drainage at the Brightside Yard began to be completed and the track construction was under way throughout the yard area. Charlie Blake is working on a building that we now know as "Blake's Palace". This building was in kit form as received from the Union Pacific Railroad. It was on its way to scrap along with a bunch of rail material which we were able to get donated by the Union Pacific Railroad. The scrap cars were routed to Niles where we unloaded the cars and returned them to the UP. We now had our material to build a railroad and the yard office. At the same time, we were able to get a small building that would make a perfect station for Sunol to sell tickets out of. As was mentioned in earlier articles, all we had for train operations were a few constructed tents which we called tent city to sell tickets and other items. Yes, things were starting to get established at Brightside and in Sunol. This is where this month's tale begins.

In 1988, Brightside as we know it is beginning to show some progress in the way of construction of the yard. The operation was expanding as the railroad continued to push westward toward Niles. Although we will have Blake's Palace when completed as a yard office, we were looking for other structures that we can use. Then one day we got a phone call from John Fenstermacher who was the County land manager and our landlord. He advised that they had two construction trailers that were left on their property.



Warren Benner Photograph

The future White House arrives on property 1988. Now it is time to find a place to put them.



White House located on the upper road as finished.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

They were used in a new housing development as their sale office. He wanted us to go over and look them over. We went over to take a look at them. The trailers were in what you might say rough shape.

They had been out in the weather and people have been in them. The County said they were going to scrap them if we don't want them. We decided we would take them and see what we can do with them since we did need a building for a meeting place and training. When they arrived at Brightside, they didn't look like we would have anything soon to use. This is going to take some work. Some members wonder why we got them in the first place. When we decided where they were going to be set up, we got a trailer mover to move the two trailers into place on the hill in a graded area that was prepared for them. Once the units were in place, they were reattached and placed on blocks and their wheels. Once set up,



Warren Benner Photograph

The new porch in back of White House that overlooks the Brightside yard.

the building really didn't look that bad. But a lot of work will need to go into this structure before we can call this place home at Brightside. Carlo Borlandelli,

Warren Benner, Ken Asmus and others took on the task in rebuilding this structure into something that we could use as a meeting place and training class room.

When it was completed, it had a nice big meeting room, an office, a store room, a closet, kitchen and a restroom with running water and a toilet that

Continued on next page



Warren Benner Photograph

Construction under way in redoing the interior of the White House.



Warren Benner Photograph

Another look at new porch and stairs at the White House leading down to the yard.

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

flushed. The structure had electricity and the front entrance had a nice big porch built which overlooked the yard. The units had rugs in the big room and the office. The two structures had air condition, but we didn't have the power to make them work. It was a great place to stay if you had to be on train crew the next day and you lived some distance from Brightside. Yes, this structure has served the PLA well since it was installed. But like everything in the open and exposed to the weather, the damage to the structure and porch is very noticeable. Since the White House has served this organization well for several years, it is hopeful that some work can be put forward toward repairing and upgrading this structure.

Moving forward beyond the past, the area is being redesigned and the porch as we know it will need to be removed and a smaller platform for the front doors will be built or installed to accommodate the fire codes. The rear door next to the driveway has been redone with a new door. The "White House", as well as the station in Sunol, fills a need that

this organization is lacking, buildings. Hopefully the structure can see some attention applied toward it so it will be able to serve the organization for years to come.

With that said, another tale comes to an end.

Dexter Day



Patrice Warren Photograph
New bright light being installed by George Wassmann.



Warren Benner Photograph
New back door leading to the restroom and kitchen of the White House.



Patrice Warren Photograph
Crew enjoying new facility of the White House. Warren Benner, Ray McAllister, Phil Orth, Herb Norleen, Steve Slabach, Bones Andrews and Dave Burla.



Dexter Day Photograph
The large room as it looks today that is used for meetings and classes.



Dexter Day Photograph
Rough as it is, porch as it looks today.

Membership Report

Rich Alexander - Membership

New Members:

New Members who have joined since last Club Car:

Joseph S. Chavez; Ryan Davis; Dominic Fawver; Anthony Fernandez; Jacob Goldsmith; Kelly Goldsmith; River Goldsmith; John P. Gowin; Alan Lai; Brayden Lai; Damien Lai; Cindy Ma; Garon Michaelis; Jeremy S. Mills; Albert Ou; Dennis E. Stone; James Stone.

If you see any of these folks around the railroad, give them a big welcome.

We have four members seeking voting member status, they are:

Liam O'Leary, he has been a member for over a year and meets the requirements of the By-Laws. Liam started out helping in commissary, MOW, then moved on to docent, then train crew.

Charles Franz, forgot to turn in

his hours and lost his voting status and has now reapplied, and met the requirements.

Cnyder Niemela, Cynder meets the requirements of the By-Laws and has been helping in TOL commissary as car host, and other locations for the past two years.

Wesley Van Osdol, Wesley meets the requirements of the By-Laws. He has been coming out on Wednesday and has taken on being in charge of the fire extinguisher.

Voting will take place at the White House and online during the meeting. We have used this system in the past and it seems to work well.

Also, it's that time of the year to vote for Volunteer of the Year. Send me your nomination through email at membership@ncry.org by Tuesday, June 20th because I have to have the plaque engraved before the picnic.

Rich Alexander

Membership Secretary

Train of Lights 2023

We had a 2023 Train of Lights meeting and here are the dates for this year's event.

Saturday, November 18th at 7:30 and Sunday, November 19th at 4:30 are the volunteer trains. You still have time to volunteer before the end of June to register a few more volunteer hours to get volunteer tickets for this year's TOL nights.

Monday, December 4th at 4:30 is the Rotary charter and Tuesday, December 12th at 7:30 is the church charter, so the opposite departure times on those days will be public rides. The rest of the dates scheduled are 4:30 and 7:30 public trains.

November 17, 18, 19, 25, 26, 29
December 1, 2, 3, 4, 6, 8, 9, 10, 12, 13, 15, 16, 17, 18, 20, 22, 23, 27, 28, 29

Please check your calendars for November and December for dates that you can help with the on board snack bars, dome and parlor car hosts, caboose hosts, and parking lot helpers.

We will also need help with decorating the inside and outside of the cars starting in August or September. Signups will be online in the month of August.

Thank you for your volunteer heart,
donna

NILES CANYON RAILWAY **BRAKEMEN CLASS**

WILL BE HELD ON
JULY 29 & 30

CLASS ROOM STUDIES WILL
BE AT THE WHITE HOUSE
FROM

9 am to 4 pm

HANDS ON WILL FOLLOW
THE NEXT DAY

TO QUALIFY, STUDENT MUST
BE A CURRENT MEMBER AND
MUST BE ABLE TO PERFORM
THE DUTIES OF A BRAKEMAN.

INTERESTED MEMBERS E-MAIL
plancrygm@gmail.com

JOIN THE PLA

Yearly Membership Dues:

Primary \$48

Second Adult \$24

Child (under) 18, \$12

Payments can be made on-line
through
ncry.org

or by check mailed to:

Membership Secretary
Pacific Locomotive Association
P.O. Box 515
Sunol, Ca 94586-0515

RECERT TRAINING CLASS

WILL BE HELD
JUNE 3 & 4
8:00 am to 1:00 pm

AT THE WHITE HOUSE
BRING YOUR RULE BOOK
AND TIMETABLE

TESTS WILL BE GIVEN TO
ENGINEMEN AND TRAINMEN

LUNCH WILL BE PROVIDED

Treasurer's Report

Pat Stratton - Treasurer

Regarding our financial results for the month and YTD through April 30, 2023:

On the Balance Sheet, our working cash position is very good; and our waiting cash (in CD's, waiting to be needed) is earning about \$3,400/month in interest. Much better than just a year ago.

Our Income Statement shows we earned almost \$36,000 with our train operations during April. Gift Shop revenue was over \$3,800; Commissary sales were over \$2,200. Overall for April, income was \$51,900 vs. expenses of \$51,000. Close, but just the way it should be.

Contributions were \$4,415, for the General Fund and projects as follows: steam locomotive SP1744; motor car M200; KM SP9010; Gothic Peak ATSF1129; Ranch Car GN1242; Signal Dept.; New loco shop; and in-kind contributions.

Contributions have been received of \$370 in memory of Marvin Neveu. Apparently he was not a member, but he was a big fan of the Niles Canyon Railway. Thank you to Mr. Neveu, and thanks to the following people for following his wishes by making

a donation in his memory: Jonathan & Judy Schaff; Patricia Fredericks; Edward Grigas; Betty Reynolds; and William Gray.

I don't see anything worrisome about our Budget vs. Actual report. Our actual overall revenue looks conservatively higher than our projections. Our expenses are much lower than projected. This is partly because projects are progressing on a somewhat slower schedule than we had anticipated. An example is the Track 4 Shed - it is still in the planning stages, so a budgeted amount of \$200k has not been spent. Maybe next year.

One area that has a small budget overspend is the Right-of-Way. Our Build-East effort, which is now to Happy Valley Bridge, has required quite a bit of ballast; and mitigating this winter's storm damage has had an unforeseen cost as well.

The PLA's accounting fiscal year ends June 30, in about 4 weeks. If you have a reimbursement request you haven't yet submitted, do so by June 30.

Pat Stratton

Treasurer

treasurer@ncry.org

Brush Cutting

Mark Whitman

Now that we are using the bucket truck more often it takes us longer to generate enough material to keep the chipping crew busy. So, I decided to go out a day ahead with just a couple of people to trim trees ahead of time.

On Tuesday, April 18 Brad Jones and I trimmed back trees as we worked our way east from Dresser Bridge.

On Wednesday, April 19 we went out with a large crew that started chipping first thing while Brad Jones and I continued trimming heading east.

The crew today consisted of Brad Jones, Adam Weidenbach, Bob Pratt, Ron Thomas, Steve Meyer, Steve Knoech, Chris Campi, Wes Van Osdol, and Mark Whitman.

Saturday, April 22 we picked up where we left off on Wednesday and continued to trim to just shy of Farwell Bridge. The crew today consisted of Ron Thomas, Steve Knoech, Chris Campi, Steve Miller, John Zielinski, Brad Jones, and Mark Whitman.

As we are having a hard time keeping up with aggressive tree growth, I decid-

ed to add another day for trimming. On Friday, May 5 Brad Jones and I went out and trimmed trees heading east from Farwell Bridge. We came back with a small crew on Saturday, May 6 and chipped up what was cut the day before.

The crew today consisted of Adam Weidenbach, Brad Jones, and Mark Whitman.

Mark Whitman

Good news!

There is one tax break remaining for regular people:

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

treasurer@ncry.org

Matching Gift

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

NILES CANYON RAILWAY

Niles Canyon Railway July 4th Train & BBQ

Join us in beautiful Niles Canyon on

Tuesday, July 4, 2023

to celebrate the 4th of July with a
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!*

Ride the Train, then enjoy the Feast

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

Please bring your own folding chairs & table if possible



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



Please Volunteer!

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

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

Tickets: Order by June 26:

Members \$15, guests \$20, kids 5-12 half price.

Order after June 26:

add \$5 per ticket.

Tickets will be held at the Sunol Depot ticket window.

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

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

Ticket Info: Donna Alexander

510.996.8420 | station-agent@ncry.org

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

RETURN SERVICE REQUESTED

Nonprofit Org.
U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material



Steve Hill checking track grade after jacking track with tamper following close behind.

Chris Hauf Photograph