



THE CLUB CAR



Bulletin 720

Pacific Locomotive Association, Inc.

August 2023

The burning ring of Fire



Chris Hauf Photograph

To expand the tire to fit on the rim, a ring of fire was used to heat the tire.

IN THIS ISSUE

- 3 August Activities
- 4 President's Report
- 6 Along the Right of Way
- 10 Tales of the Past
- 13 Membership Report

Stacktalk

The Steam Department for many years has attempted to focus our efforts on as few projects as possible to maximize our limited volunteer labor to get priority projects completed rather than having multiple projects in varying stages of completion. However, over the past month, we have definitely gone against our limiting projects rule as we've worked on FOUR steam locomotive

projects this month – Skookum #7, Clover Valley #4, SP #1744 and SP #2479, I promised in last month's Club Car we would have lots of progress this month and it has been a busy and successful month! However, we couldn't do it without all our dedicated steam department volunteers who have put in so many weekday and weekend volunteer hours working at Brightside, San Jose, Sacramento and at home

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

General Meetings are held in January, March, May, June, July, and October.

Board of Directors Meeting

AUGUST 11
5:30 PM

In Whitehouse @ Brightside
In-person & Teleconference

CLUB CAR SUBMISSIONS

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

Submit articles in **WORD** 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

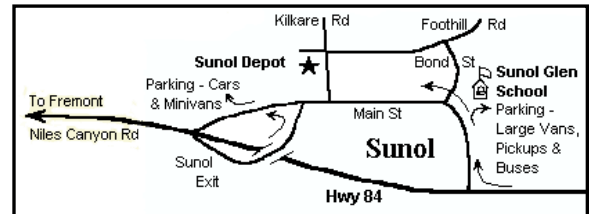
or by check mailed to:
Membership Secretary

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

BOARDING LOCATIONS

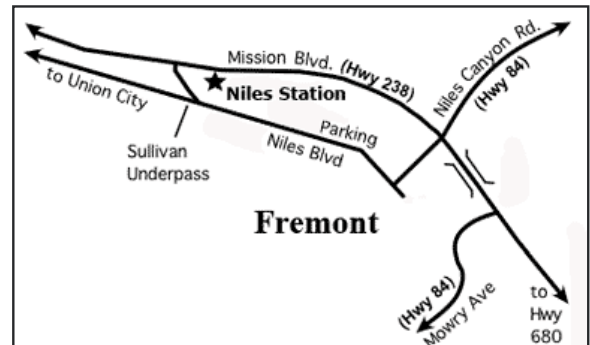
SUNOL DEPOT

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	Jim Evans	(650) 697-9033
Recording Secretary	Matt Petach	(925) 860-4296
Membership Secretary	Rich Alexander	(510) 508-0503
Treasurer	Pat Stratton	(650) 888-8619
Director-At-Large	Justin Legg	(510) 717-4944
Director-At-Large	Warren Haack	(650) 726-7952
Director-At-Large	Patrice McDonald	(408) 772-9278
General Manager	Stephen Barkkarie	(510) 368-1733

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

Brush Cutting - Mark Whitman	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 Siegwarth
Hazmat Manager - Doug Debs	Steam Hosteler Training - Jeff Schwab
Member Communication - Linda Stanley	Technology - Matt Petach
Museum Curator - Dennis Mann	Train Master - Mark Miller
New Member Orientation - Glenn Fountain	Volunteer Coordinator - Ed Best
	Yardmaster - Stephen Barkkarie

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

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

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

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

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

Items in this publication are Copyright © 2023, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source.

Views expressed herein are those of the author unless specifically noted by the editor as official policy.

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

NILES CANYON RAILWAY

August Activities

August 5	1st Saturday	First Saturday MoW,	8:00 am - Brightside - Stephen Barkkarie
August 12	2nd Saturday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
August 13	2nd Sunday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
August 11	2nd Friday	Board of Directors Meeting,	5:30 pm - Brightside - Henry Baum
August 19	3rd Saturday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
August 19	3rd Saturday	Hot August Nights Train,	7:00 pm - Sunol - The Alexanders
August 20	3rd Sunday	Regular Train Operations,	10:30 am & 1:00 pm - Sunol
August 23	4th Wednesday	Brush Cutting,	7:30 am - Brightside - Mark Whitman
August 26	4th Saturday	Brush Cutting,	7:30 am - Brightside - Mark Whitman
August 27	4th Sunday	Beer Train,	1:00 pm to 3:00 pm - Sunol - Bob Bradley

Volunteer Report

Ed Best - Volunteer Coordinator

The people listed below reported over 2,370 volunteer hours for the month of June. 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
Dee Murphy
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mark Miller
Mary Asturias
Roger McCluney
Steve Slabach

Archives & Library

Brian Hitchcock

Car Department

Bill Stimmerman
Bob Pratt
Bruce Burke
Dee Murphy

Car Department

Howard Wise
Jim McDaniel
Joan Weber
Linda Randolph
Marshall Williams
Norm Fraga
Phil Stone
Steve Van Meter
Tim Flippo
Tom Crawford

Commissary

Benita Harper
Dan Mills
Dee Murphy
Doug Debs
Jacques Verdier
John Link
Rob Giles
Ron Thomas
Sue Thomas

Depot Crew & Operations

Benita Harper
Donna Alexander
Rich Alexander

Electrical & Signals

Bruce Burke
Curt Hoppins

Electrical & Signals

Jacques Verdier
Jim Stewart

Facilities

Bob Bailey
Doug Debs
John Zielinski

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Bill Stimmerman
Chuck Kent
Curt Hoppins
Dylan Olson
Gerald DeWitt
Gerry Feeney
Henry Chandler
Howard Wise
Jason Pate
Jeff Haslam
Karl Swartz
Linda Stanley
Mark Whitman
Matt Petach
Rich Gove
Steve Jones
Tim Flippo

Meetings

Alex Castro
Bob Bailey
Bob Bradley
Bob Pratt
Brad Jones
Charlene Murrell
Chris Hauf
Curt Hoppins
Dave Burla
Dee Murphy
Don Gholson
Donald Kirker
Donna Alexander
Doug Vanderlee
Ed Best
George Childs
Henry Baum
James Baber
Jason Pate
Jim Evans
Jim Stewart
Joe Romani
John Link
John Zielinski
Jon Williamson
Justin Legg
Karen Kadaja
Laura Bajuk
Leslie Smith
Liam O'Leary
Linda Stanley
Lou Bradas

Meetings

Mark Miller
Matt Petach
Pat Buder
Pat Stratton
Patrice McDonald
Peter Midnight
Rich Alexander
Rob Giles
Roger McCluney
Steve Barkkarie
Steve Jones
Steve Slabach
Thomas Libbey
Tim Flippo
Tom Eikerenkotter
Warren Haack
Zona Fowler
Zonker Harris

MOW & Track

Adam Weidenbach
Bob Bailey
Bob Pratt
Brad Jones
Dee Murphy
Jason Pate
Joe Romani
John Link
John Zielinski
Mark Whitman
Matt Petach
Pat Stratton

MOW & Track

Ron Thomas
Steve Meyer
Wesley Van Osdol

Other

Barry Lependorf
Bob Bailey
Bruce Burke
Dan Mills
Ed Best
Gerald DeWitt
Jacques Verdier
Linda Stanley
Mark Whitman
Matt Petach
Patrice Warren
Ron Thomas
Steve Jones
Steve Slabach
Wesley Van Osdol
Zonker Harris

Train Crew

Adam Weidenbach
Brad Jones
Charles Franz
Chris Chisom
Chris Hamilton
Dave Burla
Dennis Mann
Don Shaffer
Dylan Olson

Train Crew

Ed Best
George Mednick
Jackie Vlasak
Jim Stewart
Jon Williamson
Jordan Hamilton
Jorg Linke
Justin Legg
Liam O'Leary
Mark Miller
Mason Denton
Matt Petach
Michael Stockwell
Nick Zamora
Peter Savoy
Sanjay Bhandari
Steve Barkkarie
Ted Unruh
Tim Flippo
Warren Haack



NILES CANYON RAILWAY

President's Report

Henry Baum - President

On Sunday July 16th we were honored to be visited by the advisors of the John H. Emery Rail Heritage Trust who recently awarded us a \$31,000 grant for staybolts for the SP1744. They were meeting in the Bay Area and were excited to ride one of our trains as well as have a guided tour of a selection of cars and locomotives in Brightside. Steve Ferrari (a San Jose local and PLA member), Jim Fetchero from North Carolina and Tom and Sharon Sharatt from Wisconsin visited us that day. Serendipitously, it turns out Sharon spent 12 years as a Private Car Chef, similar to our own Connie Luna, although their paths never crossed.

Stephen Barkkarie and I made every attempt to show them what we are proudly working on as well as the items we have waiting to be restored. We didn't glam it up for them, as they are experienced railroad people and were not adverse to walking in ballast, climbing ladders and stepping over cords. Luckily, temps in Brightside were in the high 80s and not the 100s of two days before. I want to give a special shoutout to Howard Wise, Charles Franz and Jeff Haslam for agreeing to be in the yard to answer any questions they might have about our active restoration projects. They were particularly interested in the status of the 1744. They also got to see the results of their previous grant award, which went to the restoration of the men's restroom in the double-articulated car.

On September 9th and 10th, PLA will be participating in the second annual Doors Open California event, sponsored by the California Preservation Foundation. Doors Open California is the largest statewide celebration of historic places in California. Enthusiasts of historic architecture, design, and cultural heritage will have access to select sites across the state over one weekend, September 9-10, 2023. This event is led by the California Preservation Foundation (CPF), the longest-running statewide organization dedicated to

the protection of California's diverse cultural resources and historic places. As we do not have a real brick and mortar museum to open the doors to, we will be talking about our plans to build one. We will also be offering our iconic diesel train rides.

There will be the regular train rides at 10:30am and 1:00pm. And standard fares apply \$25 for adults, \$15 for Seniors, \$15 for children 3 to 12 years of age, Lap sitters under 3 years are free if they sit on your lap.

There will also be presentations of our Niles Museum Development project for Niles. We will be highlighting our plans for the Niles Station area for future development. Our plans include a round house and display area for railroad equipment. Presentations will be 9:00am; 11:00am; 12:00 noon; 1:00pm; 2:30pm; 3:30pm. Space is limited to 30 people per session.

Over 70 sites throughout the state will be participating over this weekend. A number of other museums and historic sites in the Fremont area will be presenting events that weekend as well, such as:

Washington Township Museum of Local History
Patterson House at Ardenwood Farms – Hidden treasures
Old Mission San Jose - Behind the Adobe Walls
Galindo-Higuea Adobe
Niles Silent Film Museum
Shinn Family Homestead and Shinn's Nurseries

And for you railroad buffs, trek on up to Sacramento for the rare opportunity to visit the Southern Pacific Central Shops Historic District, at the California State Railroad Museum.

For more information about Doors Open, to register and see a full list of participating sites go to CaliforniaPreservation.org/doca/

This is a very unique undertaking for us, and for many of the other participants. It has doubled in size since last year, and will continue to grow. I am so glad the PLA and the other

museums and historical sites in the Fremont/Union City/ Newark area have banded together to work in support of events such as this, and each other. We hope that attendees will visit us and the other museums in the area, as well as visit the shops and restaurants. You could visit all the local sites and still have time to make it to Sacramento if you plan really carefully!

I am looking for docents to help with managing the crowds at our event. Or if the crowds don't materialize, then make it look like we have people attending.

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

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**

NILES CANYON RAILWAY

When SP Ran On NCRy Right of Way

Here are some assorted historical photos of SP trains running through Niles Canyon on what later became The Niles Canyon Railway.

One particular train that I was familiar with that ran through the Canyon was the East Pleasanton Turn or "Rock Train".

It originated at Bayshore Yard in Brisbane, traveled south on the SF-SJ commute line to Redwood City, across the Dumbarton Bridge, through Niles Canyon terminating at the huge Kaiser aggregate facility at East Pleasanton. Train would run empty hoppers east to East Pleasanton and return back to Bayshore in the evening loaded to the gills with gravel.

Jim Evans



Don Hansen Photo

Don Hansen Photograph
Eastbound Rock Train east of Farwell Bridge (Early 1960s).



Jim Evans Photograph

Westbound train coming out of the Canyon into Niles (1970).



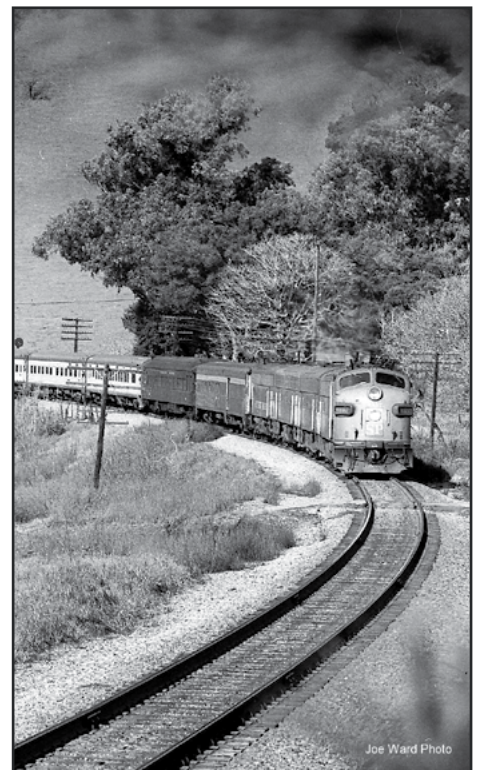
Jim Evans Photographs

EB SP Freight from dome of EB WP California Zephyr.



Joe Ward Photograph

EB Rock Train approaching Sunol (1968).



Joe Ward Photo

Joe Ward Photograph
EB excursion train approaching Brightside. (1970).



E-COUPLING INFORMATION

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

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

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

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

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



Along the Right of Way

Stephen Barkkarie - General Manager

Every August is a strange time at the railroad. We are in the throes of summer, with long days sometimes sweltering, and there is activity of all kinds, but everyone's thoughts are aimed at the end of the year. We must wrap up restoration on cars so they can be scheduled for decorating. We must hustle to complete track repairs and make plans to be sure ditches and culverts are ready for winter. (After the last winter storms, this has been a giant challenge.) Trees encroaching on the right of way must be cut back and as always, the MOW machines need attention after a hard Spring workout.

Last month's slow order near milepost 34.78 has been tended to by the crew that usually works first Saturday building Eastward. Since reaching the Happy Valley bridge, they have been unemployed until we get the track surfaced up to that point. So, we will re-task the group for the Canyon Subdivision. To begin with, our Wednesday MOW crew went out to tamp up the ties that had sunk, and during the job, one of the tampers electric work head motors shorted out and went up in smoke. We were able to finish the day by using just one side of the vibrating work heads to raise the ties, first on one end and then the other. Fortunately, I recalled finding a spare motor stator in one of our parts containers and when we returned to the yard the burnt motor was disassembled. The replacement slid right on and with a couple extra hours' work at the end of the day, the tamper was back in action. Quite a stroke of luck as two days later the First Saturday crew would need it to replace the bad ties in the defective area. The weekend's activities went well despite the heat, and we replaced eleven ties, dressed and profiled the track back into shape. The tamper performed great, and the entire area received a good squeeze.

The last hurdle to remove the slow



Stephen Barkkarie Photograph

SP2101 Trap Repair.

order is to run trains over the area ten or so times and then re-tamp to ensure the track supports the load. We ran the prescribed trains, tamped the whole area again, re-inspected the structure and everything was found to be back in shape. Good job to all who helped.

There remained the work of removing silt from the tops of ties and the base of the rail, deposited when the culvert overflowed with a mudslide. MOW has been performing this job in several areas. The process is to use the rail mounted compressor to blow the track clean, and during the following Wednesday workday our trusty Korean-War era surplus military compressor gave up the ghost by throwing a rod through the block. We do not have a spare one of them around and so we need to locate a suitable replacement to purchase. Maintenance of Way is always a roller coaster ride. Oh well, I guess you win some and you lose some.

Lots of work on engines has been done in the past weeks. Our steam department mounted a couple of new tires on a drive axle for the SP



Stephen Barkkarie Photograph

Sneak Peek at the Bones.

1744. Charles Franz supervised the unique operation, heating the tire and slipping it on the axle in a vertical position. It is a really slick trick. The SP 2479 Pacific steam engine has had the boiler bolted back on its frame

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Stephen Barkkarie Photograph
Gerald DeWitt, Robert Franzen and Art Randall Bolting down the 2479 Boiler.



Stephen Barkkarie Photograph
Robert Gold makes Boiler Patch for 2479.



Stephen Barkkarie Photograph
SP 2479 being reassembled.

and the patch for the boiler has been constructed and prepared for welding by the team from Steam Services headed by Robert Franzen. Those guys really know their business and, despite the soaring temperatures, got the locomotive reassembled. Our SP 9010 now has two working turbos on its one functioning powerplant thanks to Howard, Bill and Karl. Now it's ready for the final test run before getting its hood back on. The Cal-Western M200 received a needed oil change from our adept mechanic Linda Stanley, keeping it ready to roll for the next charter. Finally, our WP 713 had the dynamic brake repaired after last season's contactor meltdown. Engineers Tim Flippo and Curt Hoppins (of signals fame) filed the burnt contactor back into shape and yours truly removed and straightened the mounting bracket. After repairing two other overheated cable connections (that got hot enough to melt their brass washers) I adjusted the triple contactors to close simultaneously and presto the dynamic brake is working again. (Although we

will keep a close eye on it for any signs of heating up.)

The car department has been busy as well. The 315 coach window repairs, though not complete, have replaced all the most damaged windows, and with a good start on rust repairs, Bruce Burke will put his efforts on hold until next season. The All-Day Lunch Car looks great with new paint in the dining room, hallway and vestibules. Tom Crawford and his Wednesday Warriors ran out of time to paint the kitchen this year, but we may get the new linoleum floors in the fall. Cross your fingers. The Diner's AC and refrigerator is being repaired by contractor Alaska Refrigeration overseen by Doug Debs. The broken trap on the SP 2101 coach that failed during the 2022 TOL is well under way to being repaired by Steve Meyer who has spent hours grinding and chipping out rusted metal. (This work can only be done when the coach is not in service, and it is used in the regular train.) Dennis Mann is making steady progress on the GN "Hidden Lake" window project, though what looks

like a simple job is actually quite tricky, and Henry Baum has the kitchen clean enough to eat off of. (or from, I mean) And lastly, the 3380 "Bones" open car is getting its final coating of paint courtesy of color meister and marketing guru Chris Hauf. When he is done, we will jump on reinstalling the refinished seats and the new metal roof.

This month will also see the donations from the CTRC Santa Clara group arrive at the newly placed storage containers in the Niles Station according to director Ken Middlebrook, and we will complete the sorting of switch and rail materials that have been a mishmash down there for years. All of this to begin the development of our new museum venture and of course revive the station for the coming Holiday season.

Even though it sounds like we have gotten a lot done, it seems the list of chores never gets any shorter. We can always use another hand. So come on down and lend us one of yours.

Stephen Barkkarie
General Manager

Stack Talk

Alan Siegwarth

Continued from Page 1

organizing/planning projects – thank you to the whole Steam Department TEAM!

Everyone likes to see operating steam and the Steam Department supported operations by operating the Skookum in June. As mentioned in last month's Club Car, Skookum had an axle heating issue on the last operation so, needless to say our first project of the month was determining the problem and hopefully a repair so we could operate again in July. After spending quite a bit of time in the pit looking at the axle and thrust surfaces, we determined it would take more time to figure out a solution than we had to make the July operation so unfortunately the operation was cancelled. We are now working on repairs to get Skookum back out on the road later this year.

The needed repairs on the Skookum forced us to quickly decide to start the Clover Valley #4's annual to get her back in service before our planned operations in September. A big chunk of the inspection work was done on one Saturday thanks to over 8 of our volunteers helping and we are now waiting on an FRA inspection visit to witness our hydrotest. Still lots of work to complete, but the annual inspection is ongoing and we are excited to get the #4 back in service. This fall is going to be busy for steam operations as in addition to normal operations, we have some special operations out of Niles planned along with several charters as well.

The Southern Pacific #1744 project kept us busy as well this month. Transportation was arranged and with the help of California State Railroad Museum CMO Al Di Paulo, the drivers and new tires were loaded in Sacramento and brought back to Brightside. A big thanks to Gerald DeWitt for spending a day helping load in Sacramento and then unloading



Alan Siegwarth Photograph

Bob with Steam Services of America and Gerald DeWitt on the forklift test fit the wrapper sheet patch.

Alan Siegwarth

the truck at Brightside as well – a lot of driving and work on a hot day. The drivers did not sit long at Brightside before a tire party was organized and the tires were installed on driver #3. A huge accomplishment for the #1744 project with two drivers to go. In other #1744 news, the frame and suspension work is ongoing and crown stays are being manufactured thanks to a donation from the Emery Rail Heritage Trust towards the #1744 Project.

Our final locomotive project of the month was supporting Steam Services of America during their two week trip to work on the Southern Pacific #2479. Robert Franzen and crew finally arrived to install the new taper bolts to reconnect the boiler to the frame and work on getting the wrapper sheet patch fitted up so California Boiler Works can perform the required code welding installation. The SSOA crew left with the boiler firmly bolted to the frame and the wrapper patch root welded to the boiler. Further work will continue to finish a few things up over the next couple weeks. The wrapper repair will require another trip by SSOA to install the staybolts at a later date. Huge thanks to Art Randall, John Blaine and Gerald DeWitt who spent a lot of time at Brightside supporting SSOA during the week. In addition, all the Steam Department volunteers on Saturday July 15th helped with the work as well. We are excited to get this work behind us as many of the parts taken off the locomotive for the move can now be moved from storage (at both San Jose and Brightside) and finally reinstalled on the locomotive.

Alan Siegwarth

Alan Siegwarth Photograph

Bob grinding the wrapper patch plate to fit.



Al Di Paulo Photograph

Gerald DeWitt smiles after a morning of helping to load the drivers and tires on a truck for transport to Brightside. The PLA sends a big THANK YOU to Al Di Paulo and the California State Railroad Museum for all their help with the #1744 wheel project.



Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

THE K.C. BONES 1830 & EX ATSF BOOM TENDER 190245

It is the year 1929. At the Pullman Company in Chicago, Illinois and in one of the bays is a frame with a number stamped on it (1830). At that time, it really didn't amount to much, but that frame sitting there was the beginning to the building of a car for the ATSF Railroad which will be a baggage car and express mail car which will most likely be assigned to one of their Fast Mail trains. The car when it was delivered served the railroad in that capacity until the middle of the (1960's) when the U.S. Post Office was switching mail carrying from the railroads to the trucking companies and the airlines which now were getting aircraft that could carry the volume and the weight that was required. As the volume of mail dwindled, the cars of its class were being converted to passenger cars or being scrapped. Also, some of the baggage cars were transferred to the M of W Department which was converting them into storage cars for the work trains. Some were also converted into boom tenders for the wrecker cranes the railroad had stationed around their system. This is where this tale will begin.

The baggage car (1830) was going to be assigned to Winslow, Arizona and it was going to be the boom tender car for the (250 ton) wrecker rail crane. After the car was redesigned to fit the new assignment, the car was issued a new M of W number (190245). The car took on a new look that set it apart from the other boom tenders. The car's covered space was cut back to (20') center section which was the same shape as it was when the car was a baggage car. That center section had sliding doors, one on each side of the center section. Also, the car had had a side railing off the floor which was also part of the



Archives Photograph

The Pullman Co. in the early 1900's. This is the place where the 1830 was built.



Archives Photograph

An early shot of the Pullman Co. during a shift change. This is the same foundry where the 1830 was built.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

original framing. From the looks of other boom tenders, this one turned out and carried some class for the crane boom it supported on the deck. Yes, it was a good looking boom tender as far as boom tenders go. The car stayed assigned to the Winslow Wrecker crane until around 1984 when the railroad decided that there were less expensive ways to handle derailments than using a (250 ton) wrecker rail crane. There were new machines on the market that would do the same type of work at less cost to the railroad. The railroad had no other use for this wrecking crane and boom tender, so it was sold to Levin Metals for scrap.

This is where the PLA comes into the equation. I got a call from Levin Metals wondering if we would be interested in a (250 ton) wrecker rail crane and its boom tender. Boy! What a way to start the day. We said we would really like to take a look at them and see what we could do. Levin Metals said they both were in good conditions and most likely the crane operates. "Would you say that is baiting the hook?" When we first saw them sitting there at Levin's, we knew that this will be as close as we will get to acquiring them. We could not afford either one of them at that time. But the boom tender was our best chance in getting one of the two. It turned out that we were able to cut a deal that we would match pound for pound for scrap. We were sitting on a lot of junk rail along with a lot of bent and rusted spikes and tie plates. That you might say was a down payment on the Boom Tender. The car was delivered to the Oakland Terminal Railroad which is where our equipment from Castro Point was being stored. While the car was at the OTR, Bones Andrews and Phil Orth started to work on the boom tender. The car is going to maintain the original boom tender profile, but the short sides along the length of the

Continued on next page



Archives Photograph

This is what 1830 looked like when first built by Pullman in 1929. This photo is one of the car's stable mates.



Archives Photograph

The Winslow Crane and new boom tender ex-1830 now No. 190245.



Archives Photograph

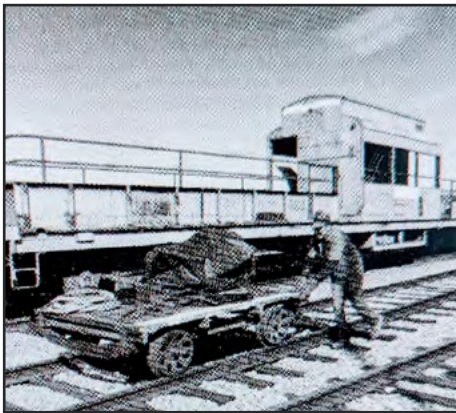
Boom Tender 190245 and wrecker crane in a photo when being retired by ATSF.

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

open ends will receive sheet metal to take on a look of a more streamlined car. Also, the metal panels in between the frames in the center section were removed to expose the frame which was going to be the covered open area. For the ends, the sliding doors were removed and the entrances were cleaned up to make a walk through. The interior racks were removed and you have an enclosed area as it looks



K. C. Bones under construction at Oakand Terminal R.R. with Bones shoving the push car.



Stan Bringer Photograph

Dennis Mann putting finishing touches on new seats in 1830. Notice plank floors. Boom tender rough look.

today. The old plank decking was finally replaced with Trek decking along with flip over seats on one end. New hand railings were installed on the other end of the car. The car also received sun panels to keep the battery recharged that is on board. Carlo Borlandelli and Warren Benner did most of the work on the upgrades. But time takes a lot away from a car sitting around in the open with the weather we have in the canyon. So, at this time, Chris Hauf is getting the Bones ready for a new paint job which will give the car a fresh look in Pullman Green color. The car has been through various paint touch ups during its time operating. But Chris



This picture shows the basic shape and the way Bones Andrews designed the car from original ATSF boom tender look. The tents were added later.



Dexter Day Photograph

Latest prep for painting by Chris Hauf. Take notice of The Trek Deck vs. the plank deck in other photo.

is putting a whole new paint job and lettering on the car. Steve Barkkkarie is replacing the covers that have been on the car for years with a new solid roof on each end. This will provide more protection and will not have to be changed every time they rip due to sun deterioration. After all these upgrades, the K.C. Bones will be ready to join the other freshly painted cars in the train. The K. C. Bones is a one of a kind car still operating and now it will look good for many years.

With that said, another tale comes to an end.

Dexter Day



Dexter Day Photograph

"K.C. Bones" under its new primer being done by Chris Hauf.



Alan Siegwarth Photograph

Chris Hauf in his painting attack gear. Ready to apply some paint to the 1830 K.C. Bones.

Membership Report

Rich Alexander - Membership

New members:

David Bowman; John Bowman; Sonya Bowman; Lisa Brown; Patricia Crislip; William Crislip; Sarah Fritz; Gabriel Gleeson; Eastwood Martinez; Heather Martinez; Jack McKinstry

We currently have 846 active members.

Again, for those of you who are having trouble with Club Express, please contact me for help at membership@ncry.org or my cell phone 510-508-0503. When you use the electronic method of renewing your membership, it makes keeping track of the database easier. Everything is updated automatically in Club Express. Otherwise, I must hand enter everything in and that takes quite a bit of time.

One other thing, please remember when paying online to click the final approval button. Some of you have missed that final step. When that happens, I must send out an email to you reminding you to go back and take care of that.

When I send out the meeting notice information to all members who have email in the database, I get a report back telling who got them and which ones were bad. If you are not receiving these emails, please go in and update your profile in Club Express or contact me and I can do it for you.

Emails returned from Club Express:

Bad addresses:

McCluney LM, Roger

Emails Bounced:

Allaire, Christophe; Starr LM, John; Tyler LM, James

Emails Not Allowed

Alexander, Nicholas; Best, Linda; Boone, Jeffery; Cherne LM, Earl; Day VLM, Dexter; Floyd, Wayne; Foley, Alex; Goodrich, Jay; Holmes, Norman; Izen, Jonathan; Maits, Geoffrey; McGovern, Donald; Mitchell, Thomas; Mitchum, Dan; Morris, Vivian; Murphy,



Chris Hauf Photograph

New Steam Department volunteer, Jeremy, was working to retighten the #4's steam dome once the throttle was blocked for the annual hydro test.

Brooke; Murphy, Sierra; Myers, Thomas; Powell, Edward; Ralph, William; Rivette, Thomas; Vanderlee VLM, Douglas; Verdier, Jacques; Voorsluys, Jan; West, Jamie; Wong, Victor; Wu, Anny.

Remember that we use this form of communication to keep our members informed of meetings and other events. By not having a current email address you may miss out on some important information.

At the Board meeting I mentioned that I had uploaded all the past Club Cars to

the Club Express site and was missing one. I am pleased to say that due to a great response I was able to upload the missing Club Car issue. I believe that all the Club Cars are available on the website. As you go through them you may notice that some of the Bulletin numbers are missing or out of order. This is because of editor errors in the past. Based on every issue that I uploaded they are in correct order by year and month.

Rich Alexander

Membership Secretary

Treasurer's Report

Pat Stratton - Treasurer

For the month of June, and the fiscal year ended June 30: The Balance Sheet looks good. Because changes to the economy made CD's available again we resumed investing much of our cash short term for an up to 5% annual return. This has earned us over \$8,400 this FY. Our Endowment accounts increased in value by \$280k in spite of a somewhat schizophrenic investment world. We didn't purchase any equipment for our collection this year; nor did we purchase any new MOW or other operating equipment. Our total liabilities are currently a manageable \$3,600. Our total assets increased by \$600k over the year, including an increase of \$275k in cash.

Income Statement: We earned over \$27k revenue from train operations in June, including the M-200. That railbus is unique, it carries a smaller group, and requires a much smaller crew. If we focus on finding a niche for it - maybe charters for smaller groups, maybe going east out of Sunol to end-

of-track - it could help our riders view the Canyon closer-up. June was a good month for charters, too - we had four of them.

Contributions have been less than expected this past year. With many consumer prices increasing 10% or more each year (I see this in my home; and in the bills NCRy pays for continuing operations) it is harder to feel there is any extra money. In addition, most people won't find any tax advantage to them. We received a \$30k grant from the private Emery Historical Rail Trust toward the restoration of SP1744; and we received a \$20k grant from Alameda County - this came just in time to assist us pay for wildfire mitigation in Sunol.

The Income Statement with the initials "PYC" in the file name includes our previous year's amounts for comparison. Revenue from our regular operations and TOL was up 19%; charters, which were rare in the aftermath of Covid, were up 83%; and with schools back in session we are back to running summer and school trains again. That is good, school trains are a major way the PLA gives back to the community, and a majority of those riders are young people whom we hope will visit us often in the coming years.

Gift Shop sales were flat from year to year, but profits were up due to inventory controls. Commissary sales were up from the previous year and profitable again due to effective pricing and cost controls.

Costs for some overhead services were substantially higher - phones were up 74%; hazmat waste disposal, up 121%; garbage up 34%. The winter's rain-turned-storm waters were expensive for us, as were efforts at wildfire mitigation (\$52.5k). Insurance cost 40% more than the previous year. Overall admin expenses were 16% higher, largely due to the increased

insurance cost. The lease payment to Alameda County is based on operating revenue, so was higher after running our TOL last year compared to the previous year when we couldn't run TOL due to pandemic restrictions.

Our Budget shows overall revenue (excluding the Endowment accounts) was higher than projected - probably because our projections were conservative. Expenditures were below budget. That is nice to the extent we are relatively efficient in our use of funds to get a lot of work done (which we are), but less positive if we have a shortage of volunteers to manage our projects, which was the case for us to some extent. You can help us with that by volunteering.

All in all, a pretty good year; and I think we are set up for another good one this year. Thanks to all our current volunteers. I encourage all the rest of our members to support PLA and NCRy by actively volunteering - work an operating train on train crew or support services, or work on restoring or maintaining our equipment or keeping up the right-of-way. It doesn't matter if you don't know what you can do to help, we have satisfying tasks enough for everyone. Join with a lot of really good people out here in beautiful Niles Canyon.

If you have questions or comments on these or other topics, write or call.

Pat Stratton

Treasurer
treasurer@ncry.org
650-888-8619



Many of us can no longer deduct donations to our favorite charities. But there is some Good News! If you have income from a retirement plan, and your IRA, 401(k), or other retirement plan requires that you make "required minimum distributions" (RMD's) that are taxable income to you, you can contribute directly to the PLA from your plan using a Qualified Charitable Distribution (QCD). Your QCD will reduce the taxable amount of RMD on your tax return by the amount of your contribution. Contact your Plan Administrator to initiate a contribution to PLA 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.

NILES CANYON RAILWAY

Brush Cutting

Mark Whitman

On Tuesday, June 20 Brad Jones and Mark Whitman headed to the west end of the spot siding and worked their way east trimming trees along the edge of the slope in preparation for the larger crew coming on Wednesday.

On Wednesday, June 21 the crew returned to the same area and chipped everything cut Tuesday then continued trimming headed east.

The Wednesday crew consisted of Brad Jones, Mark Whitman, Chris Campi, Matt Petach, and Dee Murphy. On Saturday, June 24 the crew continued trimming in the vicinity of Mile Post 23.

The Saturday crew consisted of Adam Weinbach, John Zielinski, Matt Petach, Dee Murphy, Rhonda Deneau, Jason Pate, Logan Rubasky, Steve Knoech, and Mark Whitman.

Thursday, June 29 the crew headed to Mile Post 33.5 trimming trees in anticipation of the larger crew Friday.

The Thursday crew consisted of Brad Jones, Steve Koch, and Mark Whitman. On Friday, June 30 the crew headed out to chip material cut on Thursday. The chipper only ran for approximately 10 minutes. The computer threw a code that said something was wrong with the DEF system. We folded up for the day and headed back to Brightside. We took the chipper off the track and took it to Peterson Power for repairs.

Early in July we became aware that starting at 8 PM on Friday, July 14, Niles Canyon would be closed to all traffic until Monday, July 17 at 6 AM. This was to facilitate the paving of the transition at both ends of the new bridge in the canyon. We decided this would be an opportunity for us to trim all the trees along the fence line at Brightside. Starting on July 12 through the 15th, the first three days we trimmed and chipped everything that fell inside the fence. On Saturday, July 15 we took the chipper

and the bucket truck outside the fence and took care of all branches that fell between our fence and the roadway and did additional trimming.

The following people contributed one or more days to this effort Ron Thomas, Chris Campi, Matt Petach, Doug Vanderlee, Steve Knoech, Dee Murphy, Jason Pate, and Mark Whitman.

While trimming and chipping at the east gate by the holding tanks we found that someone had recently trimmed some branches that were hanging over the rubber stairs by the holding tanks. They moved the branches to just outside the gate and placed it in the poison oak patch. I removed and chipped the trimmings. Leaving brush stacked like that provides a ladder effect for fire to climb into the adjacent trees.

Mark Whitman



Chris Hauf Photograph

The Build East Team took a month off from building east and worked on some mainline tie replacement on what turned out to be a very hot day.

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

CHANGE SERVICE REQUESTED

Nonprofit Org.
U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material



Chris Hauf Photograph

Our Pickering #04 caboose has recently had new paint applied and will soon finally get its Pickering lettering back.