



THE CLUB CAR



Bulletin 727

Pacific Locomotive Association, Inc.

March 2024

Steam Crew works year round to keep engines running



Jeff Schwab photograph

Shay #12 with her new tarp installed. Thanks to Jason Pate, Dylan Olson and Conner Schwab for their efforts on getting her under cover again.

IN THIS ISSUE

- 4 President's Report
- 5 New Meeting Place in April
- 6 Along the Right of Way
- 13 Treasurer's Report
- 14 Building East

Over the past few months since our last Club Car article, the steam crew has had less help in the shop as many of our volunteers were helping with the Train of Lights. However, we still managed to make good progress in the shop. The #7 and the #3 were prepared for their annual hydrotest and FRA inspection. Smokeboxes were cleaned, fireboxes cleaned, domes removed, throttles blanked and appliances inspected. We plan on

doing hydrotests on the locomotives later this spring. Meanwhile the #4 had some running gear and spring rigging work performed during the holidays in preparation for February's operations. Even the #5 and #12 received some TLC after being moved over by the shop thanks to Tim Flippo and the weekday switching crew. Once some repairs were made to the locomotive's doors and windows, new tarps were

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

Member's General Meeting

MARCH 8
5:30 PM

Board of Directors Meeting
following the Member's Meeting

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

Send email to:
clubcar@ncry.org

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

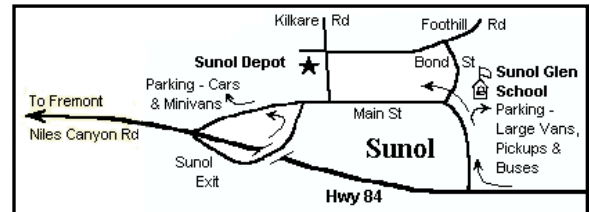
Pacific Locomotive Association

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

BOARDING LOCATIONS

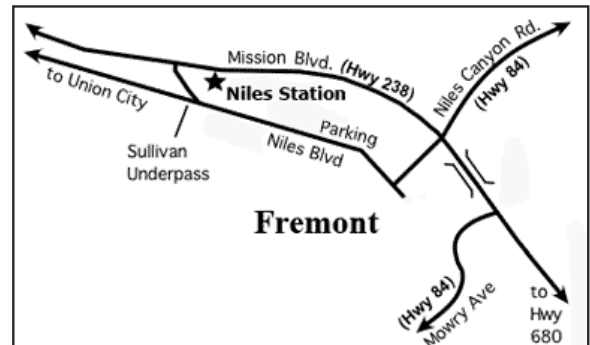
SUNOL DEPOT

6 Kilkare 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	New Member Orientation - Glenn Fountain
Car Department - Dennis Mann	Operations Manager - Dexter Day
Charter Agent / Docents - Jim Evans	Public Relations - Henry Baum
Chief Engineer - Mike Strider	Road Foreman of Engines - Kent Hedberg
Club Car Editor - Barry Lependorf	Security Department - Jim Evans
Commissary - Doug Debs	Signal Department - Curt Hoppins
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
Marketing Manager - Chris Hauf	Technology - Matt Petach
Member Communication - Linda Stanley	Train Master - Mark Miller
Museum Curator - Dennis Mann	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 each month, except December, at 5:30 p.m. in the Whitehouse at Brightside Yard.

Members, Sponsors & Guests are welcome.

Items in this publication are Copyright © 2024, 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

MARCH ACTIVITIES

March 2	Saturday	#4 100th Birthday Train	Sunol	
March 3	Sunday	#4 100 Birthday Train	Sunol	10:30 am & 1:00 pm
March 8	Friday	General Meeting	Brightside	5:30 pm Henry Baum
March 9	Saturday	D Regular Operation	Sunol	10:30 am & 1:00 pm
March 10	Sunday	S Regular Operation	Sunol	10:30 am & 1:00 pm
March 14	Thursday	School Train	Sunol	10:00 am
March 16	Saturday	D Regular Operation.	Sunol	10:30 am & 1:00 pm
March 17	Sunday	S Regular Operation.	Sunol	10:30 am & 1:00 pm
March 22	Friday	School Train	Niles	10:00 am

Volunteer Report

Charlene Murrell

The people listed below reported 1,622 volunteer hours for the month of January. Volunteer hours should be reported to Charlene Murrell @ volunteer-hours@ncry.org. Train Crew hours will continue to be collected directly from the log sheets. Please PRINT CLEARLY!

Administration

Bob Bradley
Bob Pratt
Charlene Murrell
Charles Franz
Chris Hauf
Curt Hoppins
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Mary Asturias
Matt Petach
Pat Stratton
Rich Alexander

Archives & Library

Brian Hitchcock

Car Department

Dexter Day
Bob Pratt
Brad Jones
Chris Hauf
David Hipple
Dennis Mann

Car Department

Ed Best
Howard Wise
Joan Weber
John Link
Linda Randolph
Marshall Williams
Matt Petach
Norm Fraga
Phil Stone
Ron Thomas
Sarah Fritz
Sue Thomas
Tim Flippo
Tom Crawford
Wesley Van Osdol

Commissary

Bob Bradley
Bonnie Harrington
Jack Harrington
Sue Thomas

Electrical & Signals

Bruce Burke
Curt Hoppins
James Stewart
Sarah Fritz
Stephen Knoeck

Facilities

Bob Bradley
John Zielinski
Wesley Van Osdol

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Alan Siegwarth
Art Randall
Bill Stimmerman
Bob Pratt
Bruce Burke
Charles Franz
Chuck Kent
Conner Schwab
Dylan Olson
Gerald DeWitt
Gerry Feeney
Henry Chandler
Jeff Haslam
Jeff Schwab
John Blaine
Karl Swartz
Linda Stanley
Sarah Fritz
Steve Jones

MOW & Track

Adam Weidenbach
Barry Lependorf
Bob Pratt
Greg Gleeson
Mike Strider
Pat Stratton
Ron Thomas
Stephen Knoeck
Wesley Van Osdol
Zonker Harris

Other

Barry Lependorf
Dee Murphy
Linda Stanley
Matt Petach
Patrice Warren
Randolph Ruiz
Sarah Fritz
Stephen Knoeck
Steve Jones
Tim Flippo

Train Crew

Doug Vanderlee
Mason Denton
Stephen Barkkarie
Tim Flippo

Railway Workers Protection Class

The RWP Class is
scheduled for
March 30
&
April 13
at
9:00 am

in the Whitehouse

Sign-up online
with
Crew Caller

President's Report

Henry Baum - President

We are suffering through another barrage of atmospheric rivers. Those can mean trouble for Niles Canyon and sometimes that means it impacts the Niles Canyon Railway and our infrastructure. We suffered some damage from the January 2023 storm, and we are still dealing with some of that. These February storms so far have been harder on Niles Canyon Highway (CA-84) than on us, but we know that damage can be building up and not manifest itself until weeks after the rains stop. Right now, about 200 feet of the Eastbound lane just past Brightside is in the creek. This is actually last year's damage to the road that was not repaired by CalTrans and that the current storms exacerbated. As the creek rises, the erosion increases. Hydrology 101. Our volunteers with MOW are staying on top of the situation, and we hope that we can jump on potential problems before they get worse. There is a new rockslide at the Spot siding, so it will need to be addressed. The rain is coming in waves, so that helps mitigate issues.

After another successful TOL there is always a rest period. Things continue to get done, but the level of activity reverts to a more normal pace. Everywhere I look there is progress being made on multiple projects. I believe the TOL undecorating is complete, and the Wednesday Warriors will now begin work on new projects, as well as finishing others.

Work has begun on grading East of Happy Valley Bridge and preparations are under way to have an outside contractor come in and stabilize the track west of Happy Valley Bridge. The march towards Pleasanton continues.

Work continues on the SP1744 locomotive undercarriage (work continues on the boiler up in Fort Bragg), the WP315 coach window replacement, the GN1242 Ranch Car (the exterior, the windows and the kitchen projects), and the SP9010 Diesel Hydraulic locomotive's finishing touches (a new auxiliary hydraulic

system for the cooling fans and a battery charging system). I also know work is happening to build a shelter for the restoration work on the WP601 rail 'bus' currently stored in Fremont. A well pump control system is being fabricated, and work should begin shortly on a fuel storage/dispensing facility.

Planning continues to move forward regarding the museum development in Niles. I have finally uploaded the presentation to the member's website, visit the Marketing_PR section under Documents to view it. We continue to build community support for this program, but are fast coming to the point where we need to work with outside experts and consultants to prioritize and refine this concept. Some of these experts will probably donate a portion of their time, because they are enthusiastic about this. Others are utilizing the skills they use to make a living, and we need to be willing to pay them for their efforts. We have utilized outside consultants before, it is just not something we do routinely. The level of effort to accomplish a project of this size is a new undertaking for us, and we will need guidance to achieve this.

I also have decided to jump the gun on this year's Board of Director's election. This year we have the following positions up for re-election: President (me), Treasurer (Pat Stratton), Recording Secretary (Matt Petach) and one Director-at-Large position (currently held by Justin Legg). I know for a fact that both the President and Treasurer positions are being vacated this year, so we will need to have new members willing to stand for those positions. That makes the job of the nominating committee much more complex, as they need to try and actually find people to stand for these positions from the pool of voting members. I have asked the members of last year's Nominating Committee (Dave Burla, Mark Miller and Ed Best) to dust off their Nominating Committee hats, chaps and spurs and begin the

arduous process of coercion, water boarding and threats to find nominees. If only that was possible. Thankfully as an all-volunteer organization, we rely on the members own desire to make things work to attract them to these positions. If you are a voting member of the PLA, now is a good time to think about if your skills and efforts would make a good fit with the Board of Directors.

If you would like to discuss 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

Membership Report

Rich Alexander - Membership

February 2024 membership report to board.

James Baber (J Bar) Houston passed away and Elaine Leavitt passed away.

New Members:

Sijie Bu, Joanie Butler, David Dobrinen, Ketrina Gardner, David Neveu, Toomas Rett, Maria Rose, Michael Rose, Ryan Schofield, Colin Snow.

I continue to get calls and email about how to renew. If you are having trouble with online renewing, you can always send in a check in the amount of your dues to:

PLA/NCry
Membership Secretary
PO Box 515
Sunol, CA 94586-0515

Just a heads up. Jim Evans has made arrangements to hold our meeting at the Veterans Hall in Niles where we had the TOL thank you dinner. This will start in April.

Rich Alexander

Membership Secretary

NILES CANYON RAILWAY

New PLA Meeting Location Beginning On April 12, 2024

When we had our very successful volunteer appreciation gathering at the Niles Veteran's Hall recently, it was suggested that we explore this location to be used for our regular PLA meetings.

Turns out that PLA Member Bob Pratt knew the fellow who is in charge of the Alameda County maintained Niles Veteran's Hall from previous scouting activities and this enabled our group to develop an agreement to use the hall for our monthly meetings.

The Niles Veteran's Hall is a spacious, well equipped facility conveniently located just a few blocks from the Niles central business district.

The side entrance is near the intersection of Niles Blvd. & E Street and the main entrance is at 37154 2nd Street in Niles.

These photos show details of the facility and cross street access signs.



Jim Evans



NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

Here we are in the budding of the Spring and our regular operating season has blossomed with two full weekends with both steam and diesel trains running. A mixed bag of weather met our passengers and crew who, though less than capacity, came to ride with the same enthusiasm we saw at the end of last year. The first runs saw a crew size large enough to run the Christmas behemoth, let alone a five-car summer consist, and at times it resembled a brakemen's convention. I guess we made a good impression on our crop of new "trainees" during the fundraising campaign and left them "chomping at the bit" to ride the rails. This is a very encouraging sign, and it leaves me hopeful for our prospects with the upcoming training classes scheduled for April.

Before operations began, the cars to be used in the consist need to be inspected after the long winter. Part of the annual inspection requires lubricating and inspecting the bowl of the truck bolster for cracks. (The bolster and centerplate are the connection between the wheels and car body, that carries all the weight of the car and still allows turning through curves.) To get this done, Brightside switching crews spotted each car, one end at a time, over the jacking position in front of the car shop to separate the body from the truck. Passenger cars have a locking pin inserted through the centerplate and truck frame that must be removed before lifting. This is accessed through a hole in the floor inside the passenger compartment. Once the pin is removed the rest of the job is straight forward. One elevates the car enough to visually look for cracks or breaks in the bowl or plate, pours a generous amount of dry graphite lubricant in the bowl, lowers the jacks, and replaces the pin. Of course, while the body is in the air, it's a good time to inspect the brake shoes and rigging, measure the wheel flanges



Stephen Barkkarie photograph

Applying lubricant to a bolster bowl.



Stephen Barkkarie photograph

Fireman's view of ballast train at Verona Xing.

and treads, and make sure there are no broken or missing parts. Fortunately, the PLA had the forethought to purchase heavy duty electric jacks which make the job easier.



Stephen Barkkarie photograph

Current view East from Happy Valley Bridge.



Stephen Barkkarie photograph

Jacking NCRY 5002 Brightside car for inspection.

A lot of other work has been taking place in Brightside and out on the mainline. In the spirit of Spring cleaning, we have shifted cars and engines

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

around the yard to give better access to the equipment and provide better viewing for passengers as they pass through Brightside yard. Our steam team replaced aging protective covers on our Pickering Lumber #5 Heisler locomotive and the #12 Pickering lumber Shay. It's exciting to see these two classic steam engines out in full view and it sparks nostalgic memories of these two steaming around Castro Point. (maybe one day they will steam down Niles canyon, who knows) The M601 railbus shelter construction is coming along nicely. Using leftover steel and donated parts, a super strong yet portable work area is going to bring this unique asset out of storage and get the restoration going. (This is the last PLA asset stored at the county property on Shinn St. and will finally close out that longstanding rental agreement.)

The next section of roadbed toward Pleasanton has been prepared for track panels to be laid by cleaning out the drainage ditches and profiling the grade. MOW crew has brought the Burro crane out of mothballs for the coming track building season, and, out at the East end, ballast has been added to the mainline getting ready for Railworks to come in with their big production tamper to finish the track out to Happy Valley Bridge. We will have them line and tamp other sections of track toward Sunol that need attention while they are here. Our inspection team has detailed a list of maintenance repairs for our volunteers and a plan for investing in upgrading our track that includes the replacement of hundreds

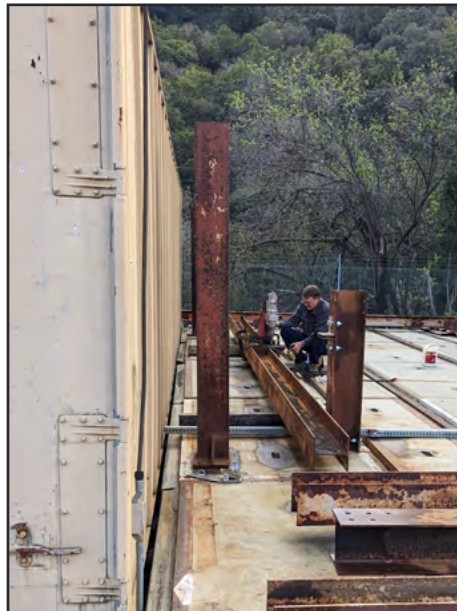
of ties by contractors. To that end, the First Saturday track building crew lent a hand replacing more than a score of ties in the canyon. (They will continue the Eastward build on April 6th.) Wednesday MOW crews have been managing storm damage and facilities upkeep to support operations. Fortunately, storm damage has been limited to a blown down sign and a small slide on the "Spot" siding. (Damage to Hwy. 84 is affecting us worse with one lane falling into the creek, slowing traffic and access to Brightside.)

Our Commissary department hosted our annual TOL appreciation dinner at a new venue in Niles, at the Veterans Memorial Hall, and attendance, despite the rainy weather, was robust. The

event is a way to say thank you to the dozens of people who make the Train of Lights happen. Lots of good food and companionship. We may consider the site for future meetings; they are very accommodating, and the proximity is convenient.

Spring is the time for annual recertification for track work and train crew plus classes for those who want to learn railroading. Look for the dates announced in this issue. RWP reviews are scheduled for end of March and mid-April, sign-ups online. Be sure to sign up if you want to work on the track or train. We need your help and we can guarantee you a unique and rewarding experience.

Stephen Barkkarie.
General Manager



Stephen Barkkarie photograph
M601 enclosure work continues and Doug says drilling is boring work.



Stephen Barkkarie photograph
MOW crew replaces the Yard limit sign at Sunol.



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>



Stacktalk

Alan Siegwarth

Continued from Page 1

installed to protect the locomotives and keep rainwater off the boilers.

The SP #1744 was also not forgotten in our long list of projects. The spring packs that Art Randall and John Blaine have spent so much time rebuilding have been put back together and are ready for installation back in the frame. Art has bored the rear suspension link connection point on the frame that needed to be welded up and rebored. This was not an easy project and ended up requiring a couple attempts, but Art's dedication and ingenuity finished the job. Meanwhile Stockton Locomotive Works has continued the welding and machine work on the driving boxes up in Fort Bragg.

Speaking of Fort Bragg, the steam department headed to up the Coast for a weekend to work on the SP #1744's boiler. Gerald DeWitt, Chuck Kent, Dylan Olson, Henry Chandler, Alan Siegwarth and Charles Franz worked with Stathi Pappas and John Graddon on installing stays in the firebox. The trip was a great learning experience for us all with Stathi educating us on some of the finer elements of the staybolt installation process. Our department has done staybolt work in the past but there is a difference between replacing a few stays at a time and installing an entirely new firebox.

The first step in the process is to ream each hole to the proper size for tapping. Once the hole is reamed, we moved on to tapping the hole with an air-motor driven staybolt tap. The tapped holes are then cleaned and the new stays that our many donors to the project have purchased are carefully threaded in place. While threading in a stay would seem to be an easy thing to do, the fit is tight and it only takes a small piece of metal left from the tapping process to stick in the threads, gall and bind up the bolt. Proper tapping and cleaning is



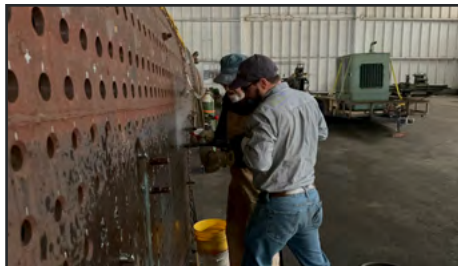
Alan Siegwarth photograph

SP #1744 spring pack ready for installation inside the frame once final painting is completed.



Alan Siegwarth photograph

Newly machined stays ready for installation.



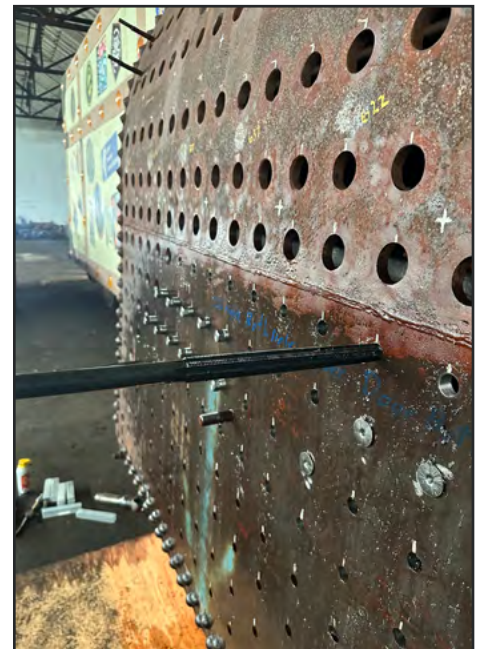
Alan Siegwarth photograph

Henry Chandler and Charles Franz reaming staybolt holes.



Alan Siegwarth photograph

Inside the fire box view of the sheet with a few stays installed at the beginning of the weekend.



Alan Siegwarth photograph

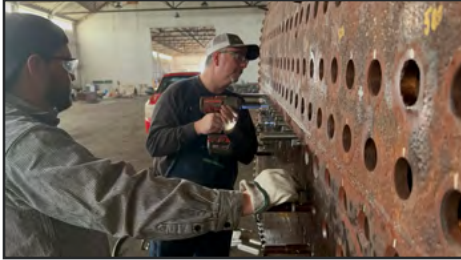
Closeup of the staybolt tap set ready to tap another hole.



Alan Siegwarth photograph

Chuck Kent, Charles Franz and Henry Chandler reaming holes. Charles is providing an additional push to help Chuck with the reamer.

Alan Siegwarth - Steam Department



Alan Siegwarth Photograph
Stathi Pappis and Charles Franz
threading staybolts into the sheet.



Alan Siegwarth Photograph
Henry Chandler threading staybolts in
with Dylan Olson and Stathi Pappas in
the background.



Alan Siegwarth Photograph
Henry Chandler, Charles Franz and
Stathi Pappis installing stays.



Alan Siegwarth Photograph
Chuck Kent reaming holes in the back,
Henry Chandler and Charles Franz
tapping staybolt holes.

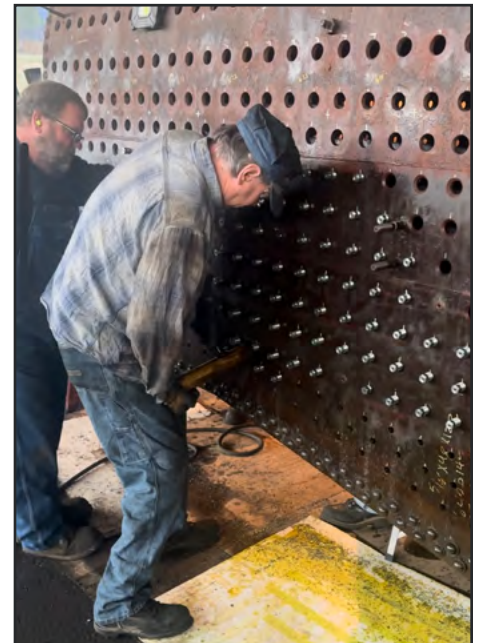


Alan Siegwarth photograph
End of weekend photograph with the
stays installed on the sidesheet.

required for successful stay installation. After the stays are installed, they are then beaded over which sets them in place and helps seal them against the sheet.

The entire process is labor intensive and having a group working together allowed the crew to switch from the heavy work to lighter duties and back so everyone got a chance to rest. The weekend was successful with us leaving for home after installing the majority of the rigid stays on one sidesheet and also getting a jump on reaming holes on the other sidesheet as well. The trip was a great learning experience and our volunteers working with Stockton Locomotive Works completed a substantial amount of staybolt work. We will plan to make another trip to do more boiler work in the future when we are not occupied running steam in the canyon.

Alan Siegwarth



Charles Franz Photograph
Alan Siegwarth backing up the stay
beading work going on in the firebox
while John Graddon looks on.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

STILL ON IT'S WHEELS AT 83, ARTICULATED COACH SP 2473/2474



PLA publication photograph

This is articulated coach 2473/2474. This is the way it looks today in operating condition and still running on the rails.

This tale is about a car or is it two cars? With the tight turns of the Coastline, the Southern Pacific Railroad developed a new design car that would create less drag in the turns and could carry as of 1968, 100 passengers between the two sections. For a passenger configuration, that was a lot of seats for a car that sat 136 feet in length and had a combined weight of 198,000 lbs. The cars that sit at Brightside are SP 2473/2474, they are very rare cars. Why? This is the only set restored and

still legal to operate on a railroad in the USA. The car was part of a series built new in 1941 by the Pullman Co. as lot 66-ACM-2/66-ACW-2 for the Southern Pacific Railroad.

This Articulated coach which will run on the advanced Daylight train that ran the Coastline between San Francisco and Los Angeles. The cars were the state of art for its time for convenience which included drip moldings over the vestibule and it even took the fun out of carrying a suitcase up those tight steps

with a baggage elevator loading door. The elevator would raise the bags into the baggage storage area at the end of the car where the passengers could get to their suitcases enroute if need be. The car also had revolving steps which are attached to the bottom of the trap door and extending downward to the step assembly which will extend the steps. This then would turn on a boarding light to assist the passengers in finding the lower step in the dark. As the trap door was lowered to close, the

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

steps then would rotate in the closed position.

In 1963, new steps in the permanent down position have replaced the original rotating type step. In the vestibule, the door had various locks and the door was equipped with an upper half of the door which could be used without using the lower half of the door. The car also was equipped with radio receiving sets and associated antenna equipment. As built, the car had fluted siding under stunning coats of Red, Orange, and Black paint. They say that the color was chosen for its resemblance to California Poppies and the setting Pacific sun. "You might say that the Daylight cars were good looking for the cars that were running at the time". The cars ran in the fluted configuration until around 1963, when the cars were rebuilt with stainless steel smooth sides. The roof ends are painted simulated stainless steel, letterboard is Scarlet, and trucks and underbody were dark grey. When the cars were rebuilt, the baggage elevators were eliminated and plated over. In the cars heyday, the car ran on the Coast Daylight, San Joaquin Daylights and other local California trains until they were retired.

The 2473/2474 was sold to Algoma Central Railway of Canada in 1974 and was renumbered 458-459. Bytown Railway Society purchased them in 1988. They then were sold to the Golden Gate Railroad Museum in 1996. PLA purchased them from the GGRM in March 2008. Since 2008, major restoration work on the cars continued. The seats were reupholstered to their current condition. Also, many layers of paint were removed from the aluminum panels and trim. The floors remained in original condition. After 2011, the car continued to receive upgrades. The roof was upgraded through needed repair. A guaranteed roof coating was then applied which is good for 20

Continued on next page



Coach and Chair Cars photograph

The way it was in its glory days. You can see the collapsible steps and the baggage elevator on the articulated coach.

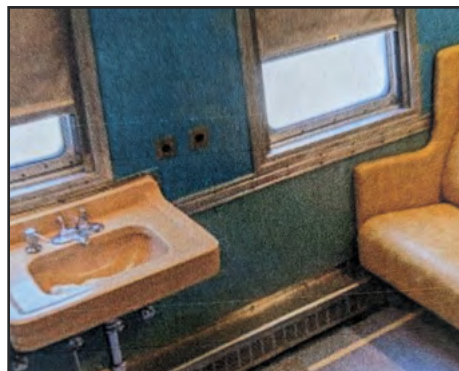


Coach and Chair Cars photograph

This picture shows the articulation between the two sections that are the same as SP 2473/2474.

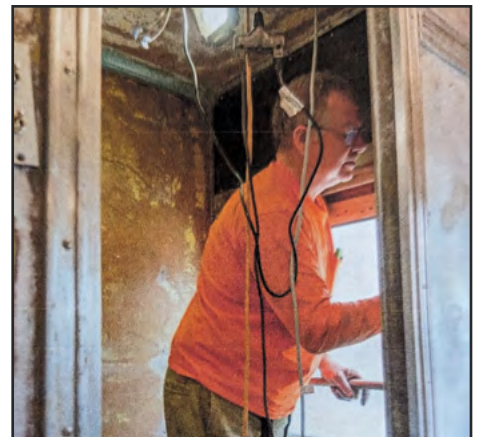


Inside one of the articulated coaches shows the refurbished seats and the original floor.



PLA publication photograph

The refurbished sink and part of lounge area. Restroom has been repainted back to original color.



PLA publication photograph

Jim Green hard at it in getting the toilet area ready for painting.

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

years. Then, Stainless Steel sidings were polished up. A Scarlet stripe with Southern Pacific lettering was made and applied to the letterboard area of the car. The end of the car was painted to resemble Stainless steel.

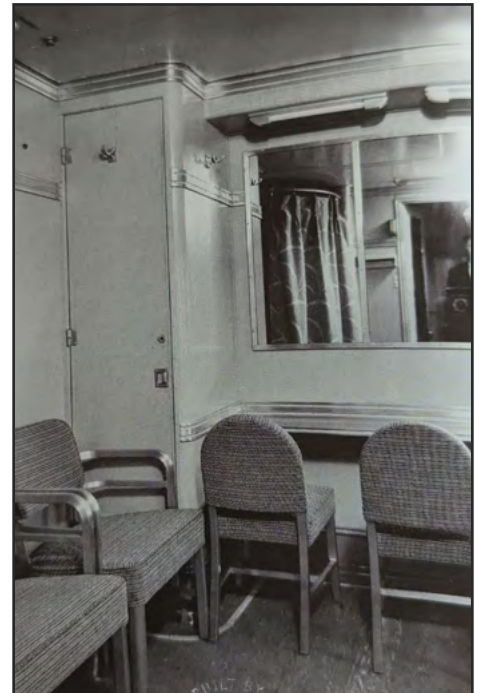
The Men's restroom (ACM) has been restored with an operational toilet. The Women's restroom (ACW) is scheduled to be placed back into operational condition. Point of interest. The women's Lounge (ACW) was always intended to operate to the rear. That is so that seated passengers should not be able to see women coming and going from the restroom. You might say it is modesty for the time. The car has been back in service since 2012 and the car also now has an operational air condition/heat system. Yes, we have a very rare car sitting at Brightside. The only other ones still on rails are in Canada and that's not many. There are reports of one in LA which is in parts. So, you can see why people want to stop by and see the SP Articulated unit. Our guests really like to look the car over and it is great to ride in. If the PLA hadn't done the job in restoring this car, there would be no articulated coaches in the USA to ride in.

With that said, another tale comes to a close.

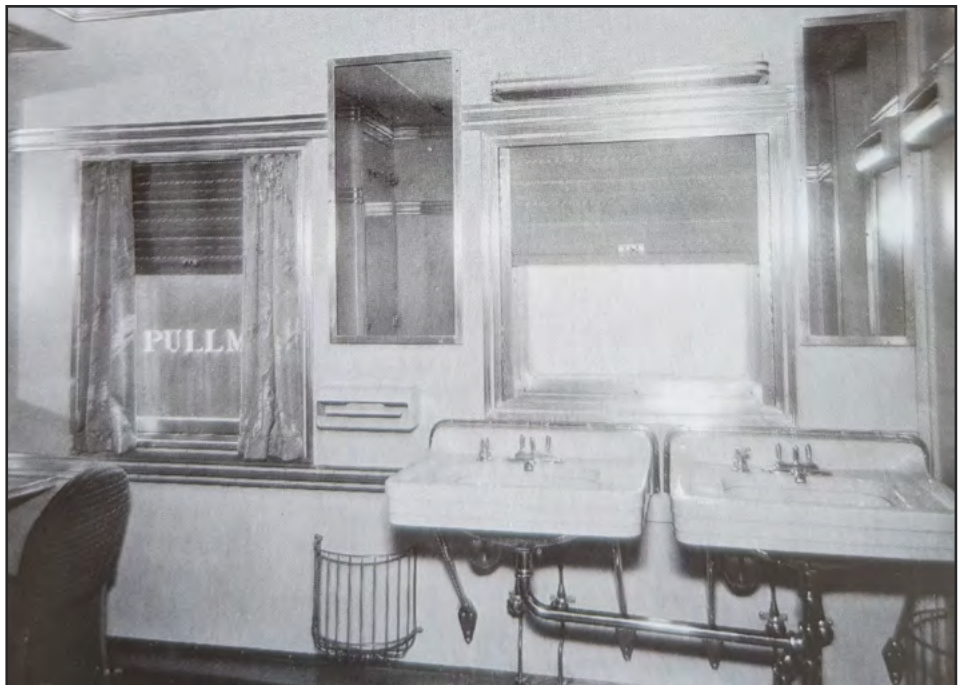
Dexter Day
Operations Manager



PLA publication photograph
The finished men's toilet area that Jim Green was working on. It is back to original condition.



Coaches and Chair Cars photograph
Another view of the women's lounge in the articulated coach.



Coaches and Chair Cars photograph
This is the women's lounge & toilet area which is being planned to be reinstalled in the future.

Treasurer's Report

Pat Stratton - Treasurer

The railroad and yard were relatively quiet in January and into February. Everyone is simultaneously taking a breather following completion of our TOL season, and holding our breath hoping rainstorms don't close our ROW, even temporarily.

What little operating income we had in January was from closing out our 2023 TOL fundraiser - ticket sales, Gift Shop and Commissary. We also received \$3,900 from membership renewals, \$15,300 from donations, and \$990 in interest income. Our total January income was \$32,600. By the way, storing extra funds in interest-bearing CD's has earned us \$18,700 so far this fiscal year.

Our balance sheet looks good, with lots of assets including cash, and only \$225 in liabilities.

What about the budget? I thought I would discuss the status of some of the projects we have taken on so far this fiscal year that were added to our initial August budget:

Roof replacement, Brightside shop tool room. Zacan Construction quoted \$13,875 to do this job and finished on time for \$14,225. Our budget was \$14,500.

Double the capacity of the Brightside shop's compressed air system. Cisco Air quoted \$24,594 to supply all components, install them, and tune up the overall system. They finished on time and for exactly what they quoted. Our budget was \$26,000.

Repair the Dynastarter for the SP9010. Koffler Electric quoted \$16,853 if the part met certain conditions, so we budgeted \$17,500. After the Dynastarter did not meet those conditions, Koffler's opinion was it would be very costly to repair. Our 9010 team developed a workaround that will cost less than \$15,000 and has put their plan into motion. It should be completed during

2024 with performance expected to be indistinguishable from the original.

Underwater Inspection of Arroyo de la Laguna bridge. Underwater Resources Inc. quoted \$10,392 to provide and document an underwater inspection of the main pier for extent of scour from last year's high creek flows. We budgeted \$10,400. The work cost \$9,979. The necessary repairs are another matter – they must be determined and budgeted and are likely to cost a huge amount. We will ask the County, as owner of the bridge, to share the cost.

Pay for delivery of very good used ballast. The rock itself is free but we needed to pay for the delivery, up to \$45,000. We budgeted \$45,000. It cost \$44,286 for delivery by T3 Materials LLC. We also received a second similar order from them that was covered by our initial August budget and was discounted by \$1/ton, which amounted to about \$1,400.

Upgrade PA System for all TOL cars. This total system replacement affecting 15 cars, which has been sorely needed for years but always seemed too expensive (a quote early in 2023 was \$173k), was quoted by Waveworks AV at \$113k, with the potential for additional T&M up to 20%. We budgeted \$115,000. The actual cost became \$150k, or 33% over. Hopefully they delivered a system worth every penny it cost.

Thanks to Linda Stanley for sending a donation of \$250 "In Memoriam" for Elaine Leavitt, a longtime member and wife of Leonard Leavitt.

As of July 1, the PLA will need to have a responsible and industrious volunteer to take over the smoothly running Treasurer's position. I have managed the work for the past five years. The Treasurer will serve on the Board, so must be a voting member of PLA on July 1. It is an elected position, and

there will be a short transition period then. Most data and online access is already on the PLA-owned computer which is assigned to the Treasurer. If you have interest and basic financial skills, give me a call – I'll flesh in the work with you.

Continuation of the audit has been delayed due to staffing issues at the CPA firm. The audit should continue before the end of February, with completion scheduled for mid-March. Filing of our federal and state non-profit information returns are dependent on completion of the audit but are not due until mid-May.

Employees of our bookkeeping firm are soon to go their separate ways, and our contact (the current owner) has moved her office. We are currently delivering to her our data online; she does the keypunch; and we receive the updated accounting records back the same way. The process is pretty much the same as before except that printing and mailing the checks is done by us (me).

Separately, QuickBooks is going to a subscription base like so many other software providers. This is the accounting software used by the PLA and is also used by most private bookkeeping firms. In the past the software has cost about \$200 every 3 years; starting this Spring it will cost \$600 per year. PLA has about 30 years of accounting records on QB software, so to preserve those records we plan to make the change.

Is there something else about the treasurer's responsibilities you would like to know? Or if you just have questions or comments, contact me.

Pat Stratton

Treasurer
treasurer@ncry.org
650-888-8619

Build East Effort Starts Up for 2024

Work has begun on our building track east from the Happy Valley Road Bridge with the recent grading activity completed by our General Manager Stephen Barkkarie Friday, January 2. The next small phase of our building east is the area between the two close bridges, Happy Valley Road (MP 38.06) and the Pleasanton-Sunol Road Bridge (as we sometimes refer to it as the Castlewood Bridge MP 39.20). The centerline nails installed at 50-ft intervals several years ago by our surveyor have been exposed and painted, and most recently the "A" team volunteers have installed new nails at 25-ft intervals to increase the accuracy for future laying track in a curve. Part of the roadbed (trackbed) coming off the east end of the Happy Valley Road bridge needed to be removed so the track can match the current top-of-rail elevation of the bridge. The "A" team also helped set the initial 10-ft offsets for permanent reference since the centerline nails get wiped out during excavation. With most of the centerline points and offsets ready to go, Steve graded track ditches where cuts were needed and graded the ground just east of the Happy Valley Road Bridge. I am happy to say that the roadbed is now officially ready for track panels to be laid between the two bridges, approximately 740-ft. The track work is scheduled to be performed Saturday, April 6th. The East Build crew will take a break in March due to train operations. Credit also goes to vegetation removal work within the same area performed a few years ago by the then brush cutting crew led by Steve Jones.

As we work east toward Pleasanton, I need to compile information on new (historical) items that have not been mentioned in past Club Cars or the forthcoming Master Plans. One item I'd like to find is information on the original description of the Castlewood Bridge as it is partially shown on our Valuation Maps. The current concrete bridge was



Mike Strider photograph

Stephen Barkkarie grading trackbed just east of Happy Valley Road Bridge.



Mike Strider photographs

Above and below right: Stephen Barkkarie grading track ditches between the bridges.

built about 1965 during the time that I-680 was built. This bridge replaced an older bridge that was approximately 50-ft east (RR-south) of the current bridge. I have never seen any photos or description of this bridge that was most likely a timber trestle. If anyone has any historical information, please contact me.

Mike Strider



NILES CANYON RAILWAY

Joint MOW Forces Help Maintain Track in the Canyon

The First Saturday MOW crew and the Wednesday MOW worked in tandem to install crossies and ballast throughout the Canyon. On Saturday, February 3, the First Saturday MOW crew set out to remove and replace worn ties, both east and west of Brightside. By day's end, and under cool temps and dry conditions, 22 ties were removed and replaced with good relay mainline ties. But these ties were just that, suspended in the air and spiked to the rail and waiting for ballast and tamping. Then on Wednesday, February 7, the Wednesday MOW crew finished up with the placement of ballast and all 22 ties were tamped for safe train operations. Kudos go to the Wednesday crew for working in very wet and cold conditions to get all 22 ties ballasted and tamped. Thanks go to both crews for keeping up with the required maintenance in the Canyon to keep our railroad operating safely.

Mike Strider



Matt Petach photograph
MP 34.5 L-R: Pat Stratton (tamber), Ron Thomas and Steve Knoeck.



Matt Petach photograph
Replacing ties near MP 33.3. L-R: Rick Cory, Steve Knoeck, Stephen Barkkarie (on backhoe), Steve Hill, Jorg Linke, Mike Strider and John Zielinski.



Matt Petach photograph
MP 34.5 L-R: Mike Pechner, Steve Knoeck, John Zielinski, Steve Hill, Rick Cory, Stephen Barkkarie (backhoe), Mike Strider, and Jorg Linke.



Matt Petach photograph
MP 33.3 L-R: Pat Stratton (tamber), Ron Thomas and Steve Knoeck.

Railway Workers Protection Class

The RWP Class is scheduled for

March 30 & April 13

9:00 am

in the Whitehouse

Sign-ups online with Crew Caller

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

Just short of its 100th birthday in March, Clover Valley Lumber Co. #4 pulls its train east along Highway 84 just west of Sunol as it heads to pick up the first passengers of the day.