



THE CLUB CAR



Bulletin 729

Pacific Locomotive Association, Inc.

May 2024

First Track Panels Installed East of the Happy Valley Road Bridge



Chris Hauf photograph

Build East crew lining panel looking west.

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On April 6, the first Saturday in April, the Build East crew installed 6 track panels East of the Happy Valley Road Bridge. A hefty volunteer crew of 16 helped install the 234 feet of track. Also, that day the M-200 motorcar picked the crew up near the Happy Valley Road Bridge and took them to Brightside where Doug Debs and Bob Bradley prepared a great lunch. After lunch the M-200 took the crew back to the job site.

The track bed has been prepared and staked for new track all the way past the next bridge east. That bridge is located at mile post 39.20 which spans Pleasanton-Sunol Road (or called the Castlewood Bridge). We should be able to reach that bridge with panels in the next two months.

Be part of our historic track crew, contact Mike Strider.

Mike Strider

Building East photographs 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

NEW MEETING LOCATION!

Member's General Meeting

**MAY 10
5:30 PM**

Board of Directors Meeting
following the Member's Meeting

In-person & Teleconference
at the
Veterans Memorial Hall
37154 2nd St, Fremont, CA
(corner of 2nd St. and E St. in Niles)

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

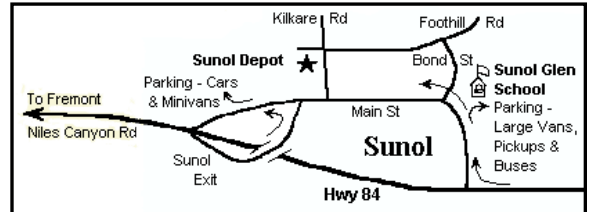
A **WORD** file with the photo number, description of photo and identifying the people in them

IS REQUIRED.

BOARDING LOCATIONS

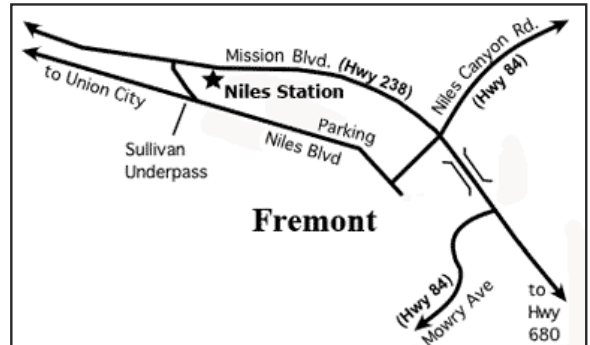
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



===== 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
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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
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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. at the Veterans Memorial Hall in Niles at 37154 2nd St (corner of 2nd St and E St). Members, Sponsors & Guests are welcome.

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

NILES CANYON RAILWAY

MAY SCHEDULE

May 4	Saturday	MoW Building East	Brightside	8:00 am -	Mike Strider
May 5	Sunday	Beer on the Rails Train	Sunol	1:00 pm -	Doug Debs
May 10	Friday	School Train	Sunol	10:00 am -	Alexanders
May 10	Friday	General Meeting	Veterans Hall	5:30 pm -	Henry Baum
May 11	Saturday	Regular Operation	Sunol	10:30 am & 1:00 pm	
May 12	Sunday	Regular Operation	Sunol	10:30 am & 1:00 pm	
May 17	Friday	School Train	Sunol	10:00 am -	Alexanders
May 18	Saturday	Regular Operation.	Sunol	10:30 am & 1:00 pm	
May 19	Sunday	Regular Operation.	Sunol	10:30 am & 1:00 pm	
May 20	Monday	YV Charter		2:00 pm -	Jim Evans
May 25	Saturday	Brush Cutting	Brightside	7:30 am -	Mark Whitman
May 26	Sunday	Wedding Charter	Sunol	4:00 pm -	Jim Evans

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 1,850 volunteer hours for the month of March. 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
Charlene Murrell
Charles Franz
Chris Hauf
Dexter Day
Don Gholson
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Rich Alexander
Stephen Barkkarie

Archives & Library

Brian Hitchcock

Car Department

Adam Wiedenbach
Bob Moore
Bruce Burke

Car Department

Dennis Mann
Garon Michaelis
Joan Weber
Marshall Williams
Norm Fraga
Phil Stone
Steve Brown
Steve Van Meter
Tom Crawford

Commissary

Bonnie Harrington
Daniel Mills
Jack Harrington
Jacques Verdier
Sally Mills
Sue Thomas

Docent

Jim Evans
Jim Stewart

Electrical & Signals

Curt Hoppins
Jacques Verdier
Jim Stewart
Joe Romani
Sarah Frtz

Facilities

John Zielinski

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Bill Stimmerman
Chris Hauf
Dylan Olson
Gerald DeWitt
Gerry Feeny
Howard Wise
Jeff Haslam
Justin Legg

Mechanical

Karl Swartz
Linda Stanley
Sarah Frtz
Steve Jones

MOW & Track

Bob Bailey
Brad Jones
Chris Campi
Dee Murphy
John Zielinski
Mark Whitman
Matt Petach
Mike Strider
Ron Thomas
Sarah Frtz
Steve Hill
Steve Knoeck
Wesley Van Osdol

Other

Barry Lependorf
Bob Bailey

Other

Curt Hoppins
Dee Murphy
Gerald DeWitt
Jacques Verdier
Jim Stewart
John Abatecola
John Zielinski
Linda Stanley
Mark Whitman
Patrice McDonald
Patrice Warren
Roger McCluney
Ron Thomas
Steve Jones
Steve Knoeck
Zonker Harris

Train Crew

Brad Jones
Chuck Kent
Dylan Olson
Garon Michaelis
Jackie Vlasak

Train Crew

Jason Pate
Jeff Schwab
Jim Stewart
Jon Williamson
Justin Legg
Logan Rubasky
Mason Denton
Michael Stockwell
Patrice McDonald
Sanjay Bhandari
Sarah Fritz
Steve Knoeck
Ted Unruh
Tim Flippo

Want to see
your name
here?

Come on down
volunteer
and enjoy the
camaraderie.

President's Report

Henry Baum - President

As a Community Benefit Organization or CBO for short, there is no better way to serve our community than by interacting with the school children in the areas we serve. We run regular education trains during the school year. Some trains leave out of Sunol Station, and others leave out of our Niles Station.

I recently got the opportunity to work with the Sunol Glen School to assist in their Biannual Sunol Walking Tour for the 2nd and 3rd graders of the school and their chaperons. We have been an important part of this event since its inception. While the pandemic made it difficult, the kids are back in school, and are quite excited about learning about Sunol. Maybe they are just excited about being out of the classroom.

They start by walking from the school to the Sunol Water Temple and the Sunol Agriculture Park at Four Corners. Construction at the Water Temple made it hazardous for the kids, so they remained at the Ag Park, but they heard about it from the SFPUC employees. They then walk back to the school for a potty stop and then walk down Main Street, learning about the history of Main Street and Bosco, the town's former Mayor. They walk up Kilkare Road to the Little Brown Church to learn its important history and then walk east on Foothill Road to visit the Buttner House (the big white house where Foothill turns to head North toward Pleasanton). The Buttner house was a hotel (one of four in Sunol in its heyday), and the home actually served as the town library for many years.

They then walk to the Depot Gardens for lunch and to learn about the Gardens development. Not sure how much talk about the PLA's support of the garden was mentioned. They then walk over to the Sunol Depot. In the past, we have always given the kids a short train ride as part of the experience. This year we split the group in half by grade, and while the 2nd graders enjoyed a train ride on the M200 Railbus to the East (by request of the school) the 3rd

graders heard (very briefly) about the Transcontinental Railroad, the Central Pacific Railroad, and the Sunol Depot's importance in the town development. They were able to tour the Depot and see the exhibits in the Freight Room, learning about the Chinese workforce that built the railroads, and how the railroad helped build the town, bringing visitors from all over the Bay Area for weekend in Sunol and the Canyon.

I explained to the kids why the M200 is painted yellow and why they needed a railbus to get to school in the winter. (No one could plow the roads back then for a regular school bus when you had 10 feet of snow on the ground.) When the train returned after a 20-minute ride, we swapped classes, and while the 3rd graders took the ride, I repeated the dissertation to the second graders. When the train returned, the kids walked back to school.

We donate the ride to the kids, as it is truly a great way to get them to connect with the Sunol experience. We do charge a minimum fare for the Education trains, but they get a much longer ride and a lot more history of the canyon. Many have ridden our Train of Lights, but for many others, this was their first experience riding a train. It is a lot of fun for us as well, and the teachers and chaperones get a lot out of the experience as well.

Last Wednesday I met a gentleman named Brad who grew up in Fremont and was a member of the PLA. He lives in San Diego now but was in the Bay Area and dropped in to Brightside Yard for a quick visit. He wanted to see the SP9010, so he must continue to follow us on social media. Matt Petach brought him to the Car Shop and showed him the KM, and then the work on the Ranch Car. I met him inside the Ranch Car where I was getting ready to eat lunch, and we got to talking. Turns out Brad used to be a waiter on Amtrak, and on one of his trips, he was assigned to work the Ranch Car Diner from Oakland to Chicago. Two of the five remaining ranch cars were

procured by Amtrak, and I believe only one was eventually painted in Amtrak colors.

I could watch the memories flooding back as he told me about his experiences in that car. He recalled that it was a hectic situation, with a constant stream of passengers lining up for coffee and a slice of pie, usually a la mode. He said there was little time to rest, and the smaller average bill compared to the dining car made tips hard to come by. As he only worked at the main counter, he could not provide me with the information I need regarding the kitchen. But he did recall that there was a cook and a dishwasher in the kitchen preparing snacks, there were two waiters working the snack counter, and the car Steward took the money and served the passengers in the dining area of the car. As we looked at some of the Ranch Car documentation Howard Wise had collected, we both felt it was highly probably that our Ranch Car, GN1242, the Hidden Lake, was the exact one he worked on, as one of the photos showed it in Chicago, and the other car was photographed in Seattle. Doesn't prove anything, but it does improve the odds.

I invited Brad to stay in touch, and I invited him to be a waiter on our inaugural run of the car when it is completed. He told me he still has his Amtrak waiter's jacket and would love to squeeze into it and relive his experiences.

I continue to be amazed by the people we come into contact with due to the work we are doing to preserve Railroad History.

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
President

Carlo Borlandelli

Carlo Borlandelli, whose family were early San Ramon Valley pioneers, passed away on Wednesday, April 3, 2024.

Carlo was a gentleman in the highest sense and a woodworking craftsman of consummate excellence. Having the opportunity in recent years to team with Carlo on several projects for the PLA/NCRY, gave me rare access to his mentorship, no-nonsense approach to achievement of encountered challenges, and his complex, yet charitable nature.

My first encounter with Carlo was in regard to drainage projects for the NCRY Brightside maintenance yard and Carlo - a licensed Civil Engineer - advised on the proper installation of drop inlets - culminating in a professional result that continues to perform this essential function.

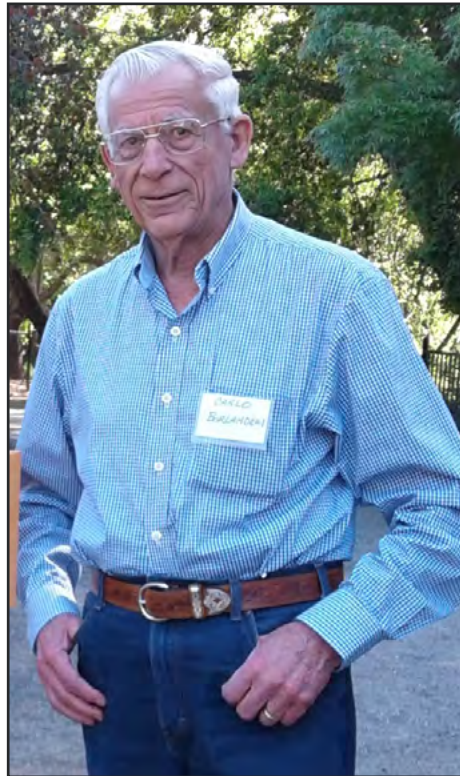
The San Ramon Valley Museum and the Pacific Locomotive Association are two museums that have greatly benefited from Carlo's vast contributions to their individual missions and his talent for getting insurmountable projects completed with the highest of standards have been missed in recent years and now gone forever.

Carlo has most assuredly joined his NCRY partners Warren Benner, John Senf and Ray McAllister- along with far too many other craftsmen that have left us in that great wood shop in the sky!

Condolences to his wife Sonja, and the rest of the Borlandelli family for the loss of this True Pioneer, who even in his absence, serves as example for all who strive for exacting, craft excellence.

Rest In Peace Carlo. Your brother(s) in sawdust salute you!

Steve Jones



Carlo Borlandelli

How to join or pay your dues

Pacific Locomotive Association

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

Membership Report

Rich Alexander - Membership

Carlo Borlandelli passed away at the beginning of this month. As many of you know, Carlo was a long-time member of the PLA. He used to work with Warren Benner, Carlo was a master wood worker. He will be missed.

Steve Coon had an accident this last week when he fell off a building and suffered head trauma. He is currently recovering at North Bay Medical Center, 1200B Gale Wilson Blvd. Fairfield, CA he was in ICU 12.

New members:

Alyssa Cantz; Daniel Devine; Merritt Devine; Steve Fox; Jennifer Kolby; Jonathan E Kolby; Nikolaus B. Lindberg; Kelsey McIntosh; Laure Moon; Logan Salinas; Emily Weiss; Levi Weiss; Michael Weiss and Trevor White.

Dylan Olson has requested voting status. He has met the current requirements. I recommend that we approve his request. Now it goes to the membership and is posted in the next Club Car.

As a reminder if you want to ride our regular weekend trains as a member you need to contact the Station Agent at station-agent@ncry.org with the date and time that you want a ride. That way you can be placed on the manifest.

To log in to the members site at ncry.org on the drop down menu click on 'About' then click on 'Members' Website' in the upper right corner click on 'Member Login' enter your login name and password. Your user's name is normally the first letter of your first name and your last name. If you don't remember it there is a place to click for forgot password. If this doesn't work send me an email at membership@ncry.org and I can reset it for you.

Rich Alexander
Membership Secretary

Along the Right of Way

Stephen Barkkarie - General Manager

Spring is a wonderful time of year in Niles Canyon, full of new growth and the promise of a year filled with opportunities including lots of chances to trim trees. The wildflowers are bursting out all over which is great for passengers taking advantage of the mild May temperatures, but it also means weeds are raging as well. So, maintenance crews break out the weed whackers and the county public works crews come out to spray the right of way to prevent growth on the track which later in the year becomes a fire hazard. The PLA also partnered with the "Friend of the Depot Garden" (local non-member volunteers who care for the garden) to hire a contractor to clean up the creek back next to the garden and the effect opened the view into the garden from downtown Sunol and vice versa. Folks are really pleased with the resulting aura of openness.

Another community service we provide to local schools is the education trains offered to local districts for field trips, and post pandemic the demand has come back vigorously with the trains running full. Even our local Sunol Glen School has brought back their traditional walking tour for their elementary students. It teaches students the rich history of Sunol and the NCRY participates by giving a seminar on the importance of railroading to the establishment of the town as a center of commerce in bygone days. As an added feature this year we offered a railbus tour to the East. Both second and third grade classes were on the tour (about 60 students and a dozen chaperones). The group split, where half got a talk in the freight room and the other half rode the bus. There was a lot of excitement aboard, seeing wildlife and learning about our historic railway. On return to the station, I was very touched when as they filed out telling us "Thank you", one boy reached into his pocket and put a dollar into the



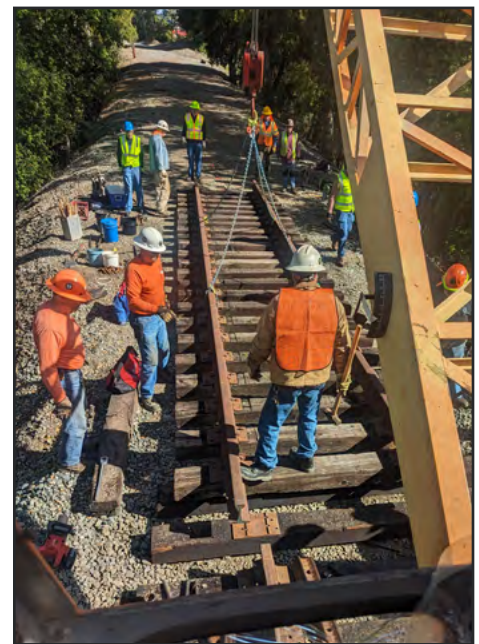
Stephen Barkkarie photograph

Ed Best and Sanjay Bhandari load the Sunol Glen school railbus tour.

donation box. I think we may have hooked a future volunteer.

Another improvement project that has been waiting for drier weather is an addition to the Niles Station parking situation. Mark Whitman came up with the plan to remove a dilapidated wire fence near the historic "wash house" foundation, smooth the grade to provide better drainage and provide extra parking closer to the platform. The job also helped us to use up some of the piles of asphalt grindings occupying the future roundhouse site and give us a blank slate to visualize the possibilities. He did a great job with help from Brad Jones and Bob Bailey. The result is a cleaner looking and more convenient environment. Thanks guys.

MOW forces have been replacing ties in the canyon and April brought back the "First Saturday" track building on the East end. This year is historic as



Stephen Barkkarie photograph

First Saturday group lays first Panel beyond Happy Valley Bridge.

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager



Stephen Barkkarie photograph

Niles Station new Parking Area.



Stephen Barkkarie photograph

Railworks unloads their Production Tamper at Brightside Xing.

we laid track for the first time beyond the Happy Valley Bridge. (Which is technically the Pleasanton city limit and that makes us an inter-city railroad for the first time.) We had a great turnout of people, no doubt attracted by the promise of a lunch-hour train ride to Brightside for a barbeque meal, which is a tradition for the inaugural day of track building. You could virtually feel the electricity in the air as the first panel



Stephen Barkkarie removes a pesky rock crowding the East Mainline switch stand.

came across the bridge. I swear I saw a spark in the eye of several volunteers as the Burro crane went back to fetch another track segment. Once the crew got in the old rhythm of set the panel, bolt one rail, loosen and slide the other rail into joint-stagger position, I was not shocked at all that we were able to lay down six sections for a two hundred-and-thirty-four-foot extension of our line. At the end of the day, though tired, I think many felt getting back to building new track left them with a feeling of their power restored.

To finish the track from Verona station to Happy Valley Bridge, contractor Railworks brought in their mainline production machines to professionally

profile our rail. Mike Strider oversaw the awesome equipment producing a world class track. Quite a show. Liners, and tampers, and ballast....Oh my.

All volunteers who work on trains or track are required to go through annual training to keep sharp on railroad knowledge and safety. To that end classes for Railway Worker Protection and Train Crew recertification have taken place and training for new volunteers will follow soon.

Springtime hosts several special events as well. Another public speeder event, hosted by Bob Pratt, sold a lot of tickets because folks love a ride in the little vehicles through the beauty of Niles Canyon. Also, PLA hosted our annual fund raiser for the American Cancer society, the "Ride the Rails for Relay", where we provide a train with crew and ticket fares are donated to this important cause. Our first of three "Beer Trains" scheduled throughout the year took place on May 5th. They are a popular event and often sell out quickly. In addition, our charter schedule is robust with several runs booked for the M-200, several runs for the diesel train, and a steam charter that will feature the Yosemite Valley 330 observation car that has not run the rails for a few years. (Hot Tip: look for the YV 330 to be on the regular Sunday runs on 5/19. Buy your tickets early!)

This is only one highlight of all that is going on. You are invited to be a part of the action anytime.

Stephen Barkkarie,
General Manager



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

First Track Panels Installed East of the Happy Valley Road Bridge

Continued from Page 1



Building East crew lining panel.

Chris Hauf photograph



Pat Stratton using impact wrench to tighten track bolts.

Chris Hauf photograph



Chris Hauf photograph
Rick Cory guiding track panel and Steve Barkkarie operating Burro crane over Happy Valley Road Bridge.



Chris Hauf photograph
First piece of MOW equipment on track east of Happy Valley Road Bridge.

NILES CANYON RAILWAY

Speeder rides on the Niles Canyon Railway

Ride the rails the way track gangs used to in a railroad speeder car!

Get closer to the railroad and ride as many maintenance-of-way and signal

employees did. Each car is a different adventure!

Some speeders hold several passengers and some take only one and the operator.



Chris Hauf photograph

The speeders have pulled into Niles station after unloading in the early AM and prepare to pick-up their first load of passengers for the day's sold out runs to Brightside yard and return.



Chris Hauf photograph

The speeders head through the curves on the east end of Farwell Bridge on their first trip to Brightside Yard.



Chris Hauf photograph

Rolling over Farwell... The lead speeder rolls over Farwell Bridge on the first run of the day.



Chris Hauf photograph

The trailing car in the string makes its way across Farwell Bridge on the first run of the day.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale:

NWP 30 CABOOSE, "A HACK FROM THE PAST"

This Month's tale is of a lonely caboose that now sits in the yard at Brightside. It is now considered dead storage equipment with a tarp over it to save the caboose from further weather damage. It is a wooden caboose and the wood on it is old and failing.

It is now waiting for its turn to be rebuilt back to its original specifications. For a car of its status, this would be like waiting for its turn for a heart transplant to take place. The caboose in question is the NWP 30 wooden caboose which the body is in pretty bad condition. This caboose was built in the NWP Tiburon shops in 1924. At that time, the NWP 30 caboose had a wooden cab on a wooden frame with wooden platforms and steps. They were originally classified as a Class Ca, from the 1905 SP classification system, and would be re-classified C-30-1. This took place in 1917 which was 7 years before the NWP 30 caboose was built. These cabooses had narrow and low cupolas. They were inset 9 inches providing a walkway around each side of the caboose. Needless to say, they were unpopular with the crews due to their cramped quarters and poor visibility which did not help them do their job, and replacement accommodations were not fast coming. Sometime in the late 1930s, after being used in service, the NWP 30 went through a complete rebuild. Its wooden underframe would be replaced with a steel frame, steel platforms and steel steps.

The original arch-bar trucks would be replaced with newer Bettendorf caboose trucks. The caboose at this time would be reclassified as C-30-2. Sometime around 1948, the cupola would be modified to full-width and a little taller version. When that took place, the cabinetry beneath the cupola



Robert Morris photograph

North Western Pacific 30 in operation on the NWP.

would also be expanded to provide more storage space. A handful of these wooden cabooses lasted on the NWP until final elimination of their use. The PLA received Caboose NWP 30 in the year 1969 at Castro Point after the caboose was retired from the NWP roster. The caboose being in good operating condition per say, began and saw extensive operating service over the years at Castro Point. You might say it was in prime time since there were not any other operating cabooses at that time on the property. While at Castro Point, the caboose received a few cosmetic exterior changes. It also was a great experience for our riding



Robert Morris photograph

A C-30-2 on the NWP. It could be the NWP 30, but it is one of her running mates NWP 27. It is a neat picture on the NWP.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

passengers since most of them never have seen or ever thought of riding in a caboose.

When Castro Point closed down and equipment was moved to the Oakland Terminal Railway for storage. The NWP 30 Caboose was the caboose on the rear of the train being moved from Castro Point with Louis Bradas as the engineer.

When the caboose was in storage on the Oakland Terminal Railway, it went through another exterior cosmetic change and was put back to its original paint scheme with the NWP symbol on its side once again. After it was moved from Oakland Terminal Railway to Niles Canyon Railway, it never saw too much operating service on the NCRY due to its configuration of its interior. Yes, it was an operating road caboose, but it was also configured to be a layover caboose for the crew. The car carries four bunk beds and a padded bench which was also used as a bed. With a toilet and hand washing facilities along with a pot belly stove.

You might say it had all the accommodations of a cheap motel which it was used for while operating on the NWP. However, it really wasn't set up for the weekend operations which we had. With the arrival on property of a couple of ex-Santa Fe cabooses one of them was converted into a party style caboose due to the fact that it lacked its regular style interior. The caboose was redesigned with captain chairs to seat more passengers. These cabooses sort of put the NWP 30 caboose in a retired status since it did not fit into the operation, and its appearance with the deteriorating condition of the caboose exterior. The caboose now sits with a tarp over it to slow down its deterioration while it sits on a storage track at Brightside waiting for the funds and need to rebuild this caboose. The caboose is operational but it needs

Continued on next page



NCRy Archive photograph

Very early picture of NWP 30 on the Castro Point Railway at Point Molate Beach.



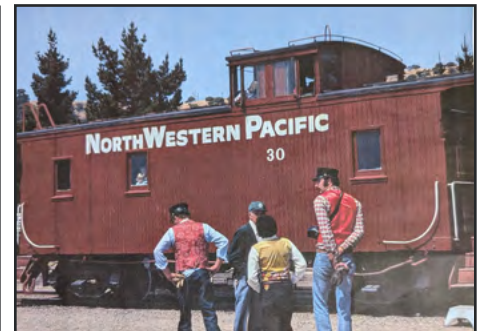
Jim Evans photograph

Early Castro Point with ex-ATSF 462 and NWP 30 caboose on Castro Point Railway. Attached NWP Disc on side of Caboose.



Patrice Warren photograph

Early days at CPRY with NWP 30 in train.



Patrice Warren photograph

NWP 30 sitting at Point Molate Beach waiting departure with new paint.



Patrice Warren photograph

NWP 30 along the bluffs by the bay behind No. 5 with a load of happy passengers.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

work. The NWP 30 would be a great caboose for the NCRY for historic trains. It is a big caboose and could carry a moderate amount of people. Hopefully there will be someone that will take an interest in restoring this car. It is a great caboose and it is a smooth riding car.

With that said, another tale comes to an end.

Dexter Day

Operations Manager



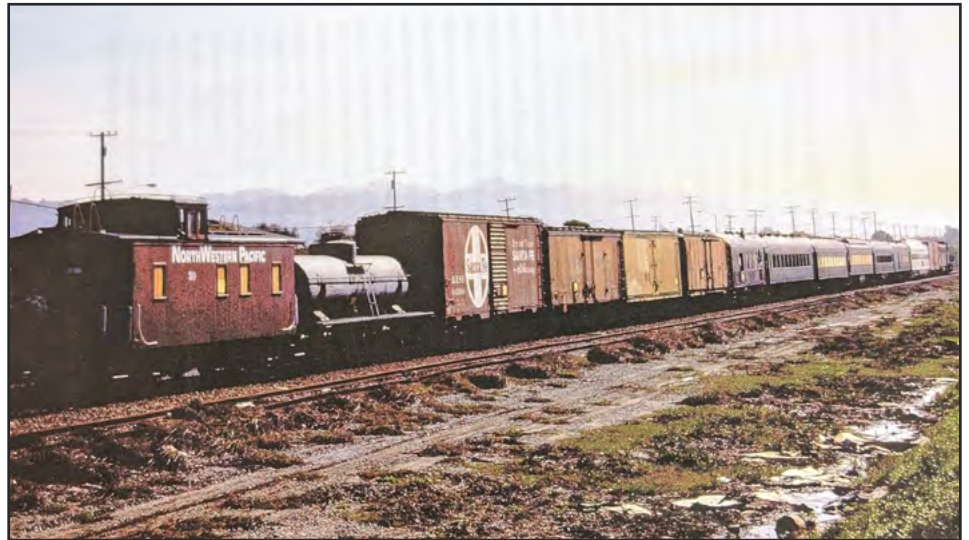
Patrice Warren photograph

Picture of NWP 30 leaving Point Molate Beach with a happy bunch of caboose riders for trip along the bay.



Dexter Day photograph

This once nice operating caboose now sits in poor condition waiting for someone to take on the rehab of the car.



The train that just left Castro Point for the last time and was heading to the Oakland Terminal Railway for storage. Louis Bradas was the engineer.



Dexter Day photograph

The condition of NWP 30 interior as it sits today at Brightside. Sleeping section of caboose.



Dexter Day photograph

Inside NWP 30 looking through the caboose from conductor's desk. The car has water, toilet and cupboards. All the comforts of home.

Yosemite Valley Railroad Observation 330



“Yosemite Valley Railroad Observation 330 once again polishes the rails in revenue service just above Niles Junction eastbound. Built to bring passengers to and from Yosemite National Park, it has exchanged the Merced Canyon for Niles Canyon in the coast range.”

As you may or may not know, devoted fans of the Yosemite Valley Railroad meet once a year in California to explore the YV. These visits have included trips to the top of all three major inclines for the lumber company and cement company, right of way treks, restoring the caboose 15, and of course rides on the YV 330. This year is no exception.

The itinerary will be a May 18th local visit to Jack Burgess’s layout in Newark, and to see his collection of YV pictures and artifacts. Recently the headlight from YV23, an American locomotive that used to power the winter train of YV107 and YV330, was obtained and will be available to view, as well as YV27’s bell.

May 19th the YV330 will be added to the Sunday steam train, and available for the general public to ride. Non-PLA members will need to buy tickets, or heck, become a member of this tremendous organization and save the price of the ticket!

Monday May 20th the 330 is chartered, but great railfan pictures can be taken by following the train through the canyon. I did this one year and some of the best pictures on our YV330.com website including the header picture came from this enjoyable day.

To join the group for our YV days, send a response to wswift@comcast.com. Please indicate number of attendees and which days you will be there. The event is free except for the train ride.

If you wish to become a PLA member, inquire at the depot in Sunol or Niles on train day.

Wes Swift



Chris Hauf photograph

He is not just all about steam locomotives. Longtime Steam Department volunteer, Gerald DeWitt, also knows a few things about water control systems. He recently designed and built this new automatic well control system. This has been a real team effort led by Gerald and will be a great asset to our Brightside infrastructure once final wiring is complete.

Treasurer's Report

Pat Stratton - Treasurer

Our Balance Sheet looks good. We have cash to fund our operations. Looking at the cash balance available at the end of March last year vs. end of March this year, it is \$430k more now. Thank you to revenue generated during a successful TOL by a hundred or more PLA volunteers.

Our P&L looks normal, with monthly expenses somewhat exceeding our monthly income. This regular monthly "loss" - \$19,930 in March, is covered how? Again, give thanks for the cash generated by the TOL – it covers our excess expenditures until the next season.

Our Budget Report shows that while actual and budgeted revenue for the nine months this fiscal year-to-date at the end of March is almost the same - actual revenue is \$1,553k, budgeted is \$1,512k, actual expenses at this point are \$800k less than what we budgeted. Our volunteers work steadily and efficiently on our various projects. We don't need more money, what we need is more volunteers. If you want to find out more about the projects in progress and when the work is being

done, contact any Board member (see page 2 of this Club Car issue). We will help you find someone to talk with about what you enjoy doing so you can do it for others (our customers) and do it with others (us volunteers).

Now, by special request, we will use a timeless approach to looking at our finances:

We started with a beginning cash balance on March 1, 2024 of \$404,210;

We added March revenues of \$50,323;

We incurred March expenses of \$70,253;

In the end our cash balance March 31 was \$384,280...or a \$19,930 "loss" for the month.

For 9 months of the year a similar slightly negative result is generally expected. As mentioned above, the TOL is expected to fund these much smaller monthly deficits. It's part of the reason we work so hard planning and preparing our equipment, then put in so many hours operating the train. Oh, but then there are the smiles and good cheer everywhere on the train, that is the main reason we operate the Niles

Canyon Railway.

Contributions to the PLA during March were \$10,961. James Marklinger contributed \$100 In Memoriam for Jim Noble. Additional contributions were made in celebration of the 100th anniversary of Clover Valley #4.

One administrative item of note that occurred last month involved someone "cooking" a check on our payment account and stealing \$7,520 from us. We have frozen that account and will close it. Our bank will make good on the amount of the theft. We have opened a new account and are in the middle of all the back-room admin needed to change bank accounts - new checks, endorsement stamps, deposit slips, and resetting all our sources of ACH funds to send them to a new set of account numbers. We should have it pretty well in hand in about 2 weeks.

The audit is complete, and I have finished my review. A little tidying is being done, and by now the Board members should be reviewing it. We expected to be done last fall, but internal issues within the audit firm resulted in delays. The associated tax/information returns are due May 15, a deadline we will meet with no problem.

A reminder - My term as Treasurer ends on June 30. People interested in the job should apply to me and/or Ed Best on the nominating committee. It is a very interesting job, at an important time for the future of Niles Canyon Railway and the start of our dream of developing a museum facility in Niles. It does require some specialized record keeping skills, so call me and we can talk about it.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

You may not know this, but if you contribute appreciated stocks, bonds or mutual funds to the PLA, the total value of the security on the transfer date may be tax-deductible to you. Also, you won't be required to pay capital gains taxes on any appreciation. Significant contributions of securities will be placed in the PLA's professionally managed Endowment Fund, where the principle is invested, and the earnings are only available for non-operational expenses – mainly restorations, ROW improvements, and development of facilities. This can be done easily and securely via electronic transfer to the PLA's account with Wells Fargo Advisors. Contact Treasurer Pat Stratton at treasurer@ncry.org for additional information.

MEET OUR CLUB CAR EDITOR

Barry Lependorf worked for the Bay Area newspapers for 24 years working his way up to Prepress General Foreman. He then went to Hayward Police Department as a Jailer, became the Vehicle Abatement Officer and then Property and Evidence Technician.

He was a volunteer/POC First Responder/Firefighter for East Diablo Fire for 10 years, Barry volunteered at the Dublin CHP office for 11 years. He volunteered at the Union City Police Department for 2 years as a Parking Enforcement Officer, was a Volunteer Lead at the Tri-City Volunteers Food Bank in Fremont and recently was a Volunteer Lookout in the Mt. Zion fire tower.

Barry was a Brakeman, MoW crew and Brush cutting volunteer at NCRy. He took over the editing duties of the Club Car in January 2013 through December 2017. While working at the Ardenwood Historic Farm as train crew and Engineer, Bob Pratt talked him into returning to editing the Club Car in December 2018 where he has been creating ever since. With this May 2024 edition of the Club Car, Barry has created 126 editions of the Club Car, that's 10 years and 6 months.

When he sends the completed edition to the printer, he copies the last edition, deletes everything and changes the dates. Then he creates a new Activities calendar for the following month.

Dexter Day sends in his article and pictures usually two weeks before deadline and Barry creates Dexter's pages. Then it is a waiting game for early articles or deadline. When he receives the articles he runs them through spell check, reads them for timely content.

After deadline he decides what article should go on the front page and what photograph that will attract readers. He figures out what articles will fit on what page and trims or enlarges photos to



Barry Lependorf

fit, creating the Club Car. When Barry is finished he sends it to the contributors to proofread. After any corrections the Club Car is sent to the printer and the cycle starts again.

It's a little more complicated than that, but you get the idea.

If you compare our Club Car to the monthly publications of other railroad preservation groups, you will quickly notice that ours is one of the very best and from someone involved with PLA since 1968, I can say it has not always been this good as we have come a long way!

If you desire to submit a Club Car article or photos for the Club Car, please help Barry to make his job easier. Each photo should be submitted in a separate e-mail clearly noting in the caption who people important to the photo are. Please identify these people. Also, if submitting an article with photos, please submit the article in one e-mail and each related photos identifying them, by numbers, in separate e-mails.

If you have any questions regarding Club Car submissions, please contact me first, since as PLA VP, I'm responsible for the Club Car.

Regards
Jim Evans

Brush Cutting

Mark Whitman

On Wednesday, March 20 we headed east of Bond Street to do some trimming. After about three hours the tie handler started putting out excessive smoke and sounding like it was under a heavy load.

After conferring with Steve Barkkarie, we decided to fold up for the day and headed back to Brightside to diagnosis the problem. We changed the fuel filters, which did not appear to be the problem, then we looked at the air cleaner. It appeared to be severely plugged up with soot. In looking at the way the exhaust pipe ended right over the top of the air cleaner we turned the exhaust pipe up instead of horizontal. This should fix the problem.

In talking to Matt Petach, he described using the tie handler the day before to gather old ties at the far east end of the railroad. He commented that it was a very rough ride in the tie handler probably from running over pieces of ballast. We think that this probably knocked the soot loose inside the air cleaner which led to it being plugged up.

The Crew today consisted of Brad Jones, Phil Edwards, Steve Meyer, Bob Pratt, John Zielinski, Matt Petach, Chris Campi, Mike Strider, and Mark Whitman.

Mark Whitman

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.

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Chris Hauf photograph

With the SP #1744's tender position in the open on the stub track at the east end of Brightside yard where all of our riders can see it, Chris Hauf removed the vinyl lettering and logo of the previous owner of the 1744 and replaced it with this banner to promote our continued restoration efforts. Chris will ultimately be responsible for the repaint and re-letter of the tender; some work which may start later this year.