



THE CLUB CAR



Bulletin 731

Pacific Locomotive Association, Inc.

July 2024

Doings Out East - End of the line



Matt Petach photograph

Mike Strider standing next to new red flag location just west of Happy Valley Road Bridge.

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June 2024 saw progressive activity east of Verona from laying track panels east to just short of the Castlewood Bridge as well as applying rail anchors for the new finished track east of Verona. On June 1, our first Saturday crew laid 8 track panels just a few hundred feet short of the Castlewood Bridge which spans the Pleasanton-Sunol Road at MP 39.20. As of this writing, we are holding the location of the end of panelized track to make room and

access for Mark Whitman's tree crew and Contractor to remove required vegetation near the Castlewood Bridge. In the meantime, the panelized track (also called skeletonized track) east of the Happy Valley Bridge (MP 39.06) will get some needed work in the form of tie replacement and spacing and respiking. The next step after that will be to drop ballast to smooth out the bumps.

Building East continued on Page 8

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

NILES CANYON RAILWAY

MEETINGS

General Members Meeting

JULY 12
5:30 PM

In-person & Teleconference
at the

Veterans Memorial Hall
37154 2nd St, Fremont, CA
(corner of 2nd St. and E St. in Niles)

=====

Board of Directors Meeting
will follow the Members Meeting

**Any Volunteer can submit
an article and photos of
work being performed
on the railroad.**

Follow instructions below

CLUB CAR ARTICLES

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

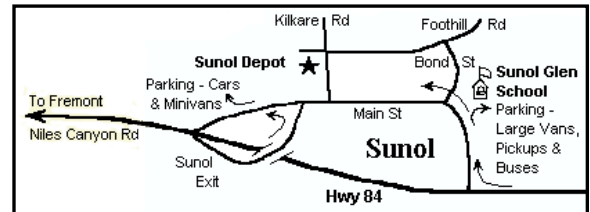
The photo should have a description
and / or identifying the people in it.

Send email to:
clubcar@ncry.org

BOARDING LOCATIONS

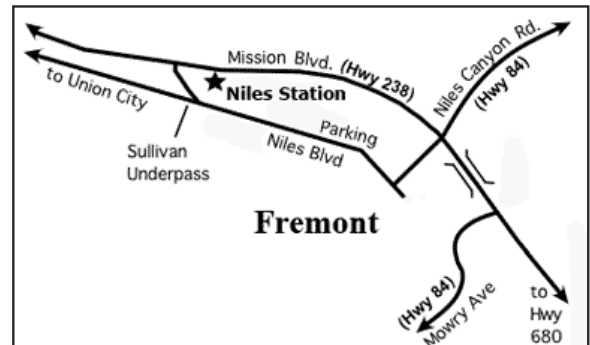
SUNOL DEPOT

**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
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. 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

JULY SCHEDULE

July 3	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
July 4	Thursday	Members Train & Picnic	Sunol	10:00 am	- Doug Debs
July 6	Saturday	Track Building East	Brightside	8:00 am	- Mike Strider
July 10	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
July 12	Friday	Summer Train	Niles	10:00 am	- Alexanders
July 12	Friday	General Meeting	Veterans Hall	5:30 pm	- Henry Baum
July 13	Saturday	Regular Train Operation	Sunol	10:30 am & 1:00 pm	
July 14	Sunday	Regular Train Operation	Sunol	10:30 am & 1:00 pm	
July 17	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
July 20	Saturday	Regular Train Operation	Sunol	10:30 am & 1:00 pm	
July 21	Sunday	Regular Train Operation	Sunol	10:30 am & 1:00 pm	
July 24	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
July 26	Friday	Summer Train	Sunol	10:00 am	- Alexanders
July 27	Saturday	Brush Cutting	Brightside	7:30 am	- Mark Whitman

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,849 volunteer hours for the month of May. Volunteer hours should be reported to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected directly from the log sheets. Please PRINT CLEARLY on the Sign-in Sheets!! Note: If you don't submit your volunteer hours to me monthly you will not get credit.

Administration

Bob Bradley
Charlene Murrell
Charles Franz
Chris Hauf
Dexter Day
Ed Best
Henry Baum
Henry Chandler
Jackie Vlasak
Kent Hedberg
Mary Asturias
Matt Petach
Pat Stratton
Rich Alexander
Sarah Fritz
Stephen Barkkarie

Archives & Library

Brian Hitchcock

Car Department

Bill Stimmerman
Bob Moore
Bruce Burke

Car Department

Dennis Mann
Joan Weber
Linda Randolph
Marshall Williams
Norm Fraga
Phil Stone
Steve Van Meter
Tom Crawford

Commissary

Benita Harper
Bonnie Harrington
Dan Miles
Jack Harrington
John Linke
Joseph Romani
Robert Giles
Sally Mills
Sue Thomas

Docent

Jim Evans
Ron Hook
Ryan Dong

Electrical & Signals

Curt Hoppins
Joseph Romani

Facilities

Bob Bailey
Curt Hoppins
Doug Vanderlee
John Zielinski

Gift Shop

Charlene Murrell
Patrice McDonald

Mechanical

Chris Hauf
Gerald De Witt
Howard Wise
Jeff Haslam
Karl Swartz
Sarah Fritz
Steve Brown
Tim Flippo
Whitney Haist

MOW & Track

Bob Bailey

MOW & Track

Bob Pratt
Brad Jones
Chris Campi
Chris Hamilton
Greg Gleeson
Jordan Hamilton
Mark Whitman
Matt Petach
Pat Stratton
Ron Thomas
Sarah Fritz
Stephen Knoeck
Steve Meyer
Trevor White
Wesley Van Osdol

Other

Barry Lependorf
Bob Pratt
Brad Jones
Charles Navarra
Curt Hoppins
Dee Murphy
Jack Harrington
James Stewart

Other

John Abatecola
Mark Whitman
Matt Petach
Pat Stratton
Patrice Warren
Ron Thomas
Stephen Knoeck
Steve Slabach
Tim Flippo
Tom Eikerenkotter
Wesley Van Osdol
Zonker Harris

Train Crew

Albert Ou
Allen Siegwarth
Bob Pratt
Brad Jones
Charles Franz
Chris Chism
Chuck Kent
Dylan Olson
Ed Best
Gabriel Gleeson
Garon Michaelis

Train Crew

George Mednick
Gerald DeWitt
Henry Chandler
Jackie Vlasak
James Stewart
Jeff Schwab
Jon Williamson
Jorg Linke
Justin Legg
Liam O'Leary
Logan Rubasky
Mark Miller
Mason Denton
Michael Stockwell
Nick Alexander
Patrice McDonald
Peter Savoy
Raymond Swift
Sanjay Bhandari
Sarah Fritz
Stephen Barkkarie
Steve Knoeck
Tim Flippo
Warren Haack

President's Report

Henry Baum - President

Well, this is my last President's Report. As of the next Board of Director's meeting on July 12th, I will be stepping aside and Tim Flippo will be taking over as President of the Pacific Locomotive Association, Incorporated. The election results were pretty much a given as Tim was the only announced candidate for the President position, and incumbents Recording Secretary Matt Petach, Treasurer Pat Stratton and Director-at-Large Justin Legg were the only announced candidates for their positions. The Board will remain pretty much unchanged, as I will be stepping down, and Tim will be running the meetings. The President only votes on issues in case of a tie, and so rarely has any documented impact on the handling of Board matters.

I went back and looked at my Club Car submissions, and from that I was able to determine that I was President for the 2006-2007 fiscal year, and then again for the 2011-2012 fiscal year and every fiscal year since then. I don't remember exactly when the terms changed from 1-year terms to 2-year terms, but once it did, I didn't have to run for re-election as often. I can't be

sure, but I know many of those elections were unopposed, and in many cases I ran because nobody else would stand for the position. Treasurer Pat Stratton found himself in a similar position this year.

The organization has grown substantially since I first took office, and while it would be easy to take credit for all of our successes as the leader, I know little of that success can be traced directly to my efforts. My efforts focused on keeping everyone heading in the same direction. When I first took office, the saying was that running an all-volunteer organization was like herding cats. I feel the PLA has come a long way to ensure we are all focused on the same goals and are all heading to the same objectives. It no longer feels like herding cats, but feels like running a mature and professional organization. Maybe everyone doesn't see it, and some may not agree, but I do say step back and look at the organization we have today. I know no one back in 2011 thought this organization would achieve the status, stature and success we have today.

It really was and is the President's

job to keep the meetings on track (good railroad analogy there), but also help focus everyone's thinking on what is best for the organization. As Tim has been President of the PLA previously, he has experience with the organization and its roots. I wish him all the best in keeping the organization going forward, and I have already agreed to help in several ways where he felt I would be of valuable assistance.

I want to thank everyone for all the support you have given me over the years, and I hope you hold my tenure in the same esteem in which I hold your support of same. I'm not going anywhere, and I will continue my volunteer efforts as much as possible. I have enjoyed my time as President and look forward to many more years helping the PLA to grow and shine.

If you would like to discuss any topic in further detail, please contact me by phone at 925.216.5765

Respectfully submitted
Henry Baum

From the incoming President

I would like to take this opportunity to thank Henry Baum for all the work and years he has put in as President! I have some big shoes to fill. Henry still will be around; I know he has a quite a few projects he is involved in. My official start will be on July 12th at the General meeting. My contact information is (650) 575-3341. At some time in the near future, if it has not happened by the time you read this, the President's email address (president@ncry.org) will be switched over to me. In closing I want to thank you for voting me in as president and I hope that I can live up to your expectations. I cannot do this alone, I will need the help of everyone in the organization.

Sincerely,
Tim Flippo



12-14-2016
Train of Lights



Kent and Gail 4-25-2016
Ride the Rails Relay for Life Event

Our beautiful Gail Hedberg lost her battle with cancer on June 7th. Gail was a special person. She was so creative and was always thinking of ideas to bring in money for the Niles Canyon Railway, whether it was from grants or gift shop inventory, how to bring more passengers to ride, and she worked on different forms of advertising. She managed the gift shop and enjoyed designing and buying special Niles Canyon Railway shirts, hats, ornaments, and always looked for new inventory for our members and passengers to buy. We attended meetings together and worked on the Passport to Adventure program, and Gail designed the postcard for all of the non-profits that were involved in this program. She had so many great ideas, and knew how to format and implement them. She made banners and signs and was always thinking of more. She was my "go to" person when I needed help with something. Whenever we had a free day and went to lunch, we always had so much fun solving all the problems of the organization and the world. She was a dear friend and I called her my little sister, and I miss her so much.

donna alexander

NILES CANYON RAILWAY

Brush Cutting

Mark Whitman

On Wednesday, May 22 we headed to the area between Kilcare Road and Bond Street to trim back the trees on both the main line and along the park and the adjacent siding. The crew today consisted of Steve Knoech, Steve Meyer, Bob Pratt, Brad Jones, Ron Thomas, Greg Gleeson, Sarah Fritz, and Mark Whitman.

On Friday, May 24, Brad Jones and I continued in the same area using the bucket truck and tie handler to knock down more brush for the Saturday crew.

On Saturday, May 25 we went out to finish the area started on Wednesday and trimmed the trees along the siding adjacent to the depot in Sunol. The crew today consisted of Trevor White, Ron Thomas, Sarah Fritz, John Zielinski, Brad Jones, Steve Knoech, and Mark Whitman.

Steve Barkkarie, our general manager, informed me that on the July 4 member train the intent is to take the full train all the way to Happy Valley Bridge. As no major tree trimming has been done in most of that area for several years, Steve planned for the Wednesday Warriors to work east of Bond Street using pole saws from the cat walks on the locomotive to trim the ticklers that could touch the train. This was set up for Wednesday June 5 and Wednesday June 12, and possibly Saturday June 15 which is the regular operating day for the public.

Saturday, June 1 is the usual first Saturday of the month workday for the build east crew. They usually take the work train the tree crew uses to tow the brush chipper. On this day we used the bucket truck to tow the chipper and followed the build east crew out of the yard. We trimmed an area just east of the switch leading to Hearst Siding. The crew today consisted of Brad Jones, Adam Weidenbach, and Mark Whitman.

After the Wednesday Warriors finished



John Zielinski photograph

Mark Whitman and the trunk of the tall pine tree removed just east of Bond Street.

on June 12, they reported back to me that they had completed the tickler trimming all the way to Happy Valley Bridge. As we already had a crew signed up for tickler trimming on Saturday, June 15 and that project was complete, we decided to work east of Bond Street and do heavy trimming and removal of brush headed east. We accomplished quite a bit and got all the way to MP 36. The crew today consisted of Brad Jones, Steve Knoech, Sarah Fritz, Bob Pratt, Tim Flippo, John Zielinski, and Mark Whitman.

I was reading a previous Club Car article by Mike Strider about the restoration of Mile Post markers. In it he noted that there were two missing markers. I am happy to report that MP 36 marker has been found, it is hiding behind the overgrown brush.

Thank you Wednesday warriors for taking on that project.

Mark Whitman

Membership Report

Rich Alexander - Membership

At the July Membership meeting we will be voting on Brad Jones, Mason Denton and Sarah Fritz becoming voting members. They have met the requirements, and the board has approved their becoming voting members.

Voting will be done in person and online at the July meeting.

New members:

Aarush Amebem; Jaikrit Amebem; Rajesh Amebem; Spandana Amebem; Marcus Barillas; Octavius Barillas; Pablo Barillas; Brad Lamey; Chris Malm; Robert Nichols; Angelina Vargas; Marian Wetzel.

Rich Alexander

Membership Secretary



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

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

July may be my favorite time of year in the canyon. Summer is just beginning but the freshness of Spring still is evident. We get to celebrate the nation's birthday, we get a new budget for restorations, and we welcome new members to the Board of Directors. The Fourth of July is always a good time in Sunol at the annual members BBQ with the chance to share great food, good friends and a train ride. This year is special because the members will ride out to Happy Valley on the newest section of active track added to the Valley subdivision. Our track officially extends beyond milepost 39, putting us over the ten miles of track mark for the first time. That is something worth celebrating.

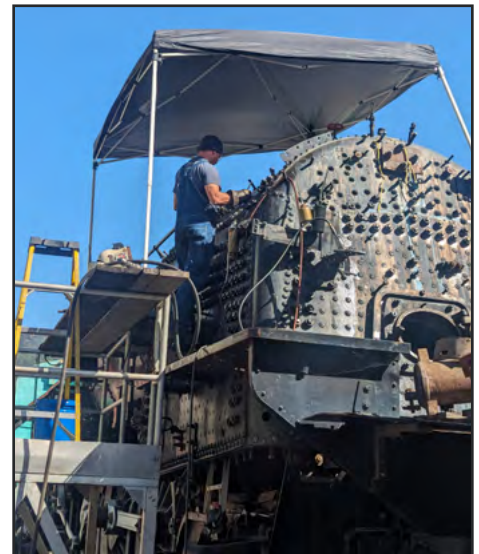
Having a new budget for the year is exciting because it is the first time you see in black and white the hopes and dreams for new projects, and you can track the progress of long-term projects. It is a lot like making out your Christmas list. Speaking of projects, forward progress has taken place all over the place last month. In the car department, the window repairs in the "Combine" (AE 3176) are coming along with the metal repairs done and the new windows being constructed. Plans for painting the openings before installing the new sills are coming together. The SE vestibule door for the "All Day Lunch" has been replaced with a new one constructed in house by Wednesday team leader Tom Crawford. His team has nearly completed the preparations for painting in the women's restroom in the SP 2373 & 2374 articulated coach. Bruce Burke has been hosting several students from welding classes at Las Positas Community College who are doing metal repairs in the WP 315 coach (Same type repairs that are done in the Combine, cut out rusted old metal and weld in new steel) His proteges are doing a great job and we hope to garner some long-



Stephen Barkkarie photograph

New Bogey truck for the Heavy hauler.

term participation. (I hope this will become a model for recruiting new talent by approaching local educational institutions and offering a real-world application of classroom instruction.) In the car shop, the GN "Hidden Lake" is steadily receiving new window seals, new body panels and Henry Baum continues fine detail repairs in the kitchen (It's a thing of beauty) The hood has been returned to the KM 9010 and Howard wise is busy constructing new sander boxes, each unique and there are eight of them. They of course are masterfully done and accurate. Over in the Steam department, boiler craftsmen from Durango & Silverton have been conscripted to install staybolts in the boiler patch on the SP 2479 and more of its components have arrived from CTRC in Santa Clara. Also, the 1744 steam engine has had the frame and many suspension parts taking on finish color before assembly



Stephen Barkkarie photograph

SP 2479 gets new staybolts.

and the hostlers tell me they really like the new fuel transfer pump, electric is so much easier (and faster) than the old air powered pump.

NILES CANYON RAILWAY

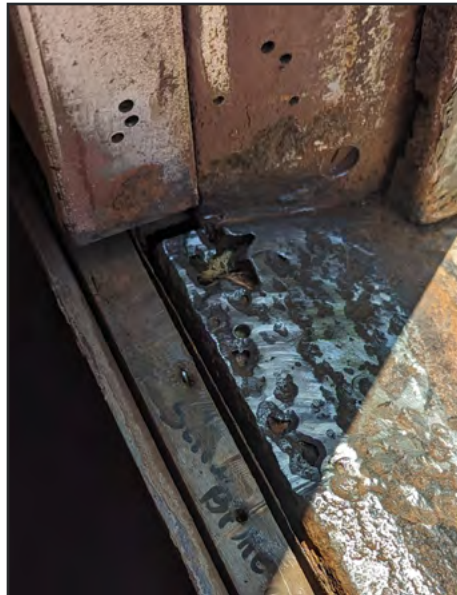
Along the Right of Way

Stephen Barkkarie - General Manager

Out on the track, Mark Whitman has been conducting a virtual blitz on the overwhelming explosion of tree growth since the end of the drought. He and Brad Jones would regularly take the boom truck out a day ahead of regular "brush-cutting days" and cut branches to keep the chipper busy the next day. Turn out to get in on the fun has been excellent especially from our more youthful volunteers. (I must admit it can be mesmerizing to watch the chipper "eat") This work is very important to keep sight line open and ensure a fire safe environment on our railroad. In the current atmosphere of climate and insurance industry changes we have to be diligent about fire safety and to that end we stay on top of weed abatement, both through spraying and whacking, and keep our fire equipment up to par.

The PLA has received a virtual mountain of reclaimed ballast from the SC VTA. This donation will allow us to finally ballast the South leg of the wye in Niles, fill in the shoulders through the canyon, complete the footpaths in Brightside, support the forward build Eastward toward Pleasanton and construct display tracks for the new roundhouse. The contractor also loaned us a wheel loader to stack the rock, distribute the ballast and, possibly, load our hopper car. The best thing about ballast rock is it never goes bad.

In closing out this month, I would like to welcome the returning members of the Board as well as our new leader Tim Flippo, and to bid a well deserved "take a load off" to out-going President Henry



Stephen Barkkarie photograph

Window sill repair - Step one prepare the area.



Stephen Barkkarie photograph

Step two- cut a patch.



Stephen Barkkarie photograph

Step three- weld and grind flush.

Baum. Without him, I would not be in the position I'm in (thanks?) and his no-nonsense forward thinking has led the PLA to the prosperous respected position we hold in the heritage rail community. Hats off to you Henry.

I hope to continue to serve the PLA and continue to encourage and support our volunteers. It is through teamwork that we make this dream work.

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

Building East

Mike Strider - Chief Engineer

Continued from Page 1

There is one more item that has to be done on the "finished" track east of Verona. After new track has been lined and dressed to the required grade, the track must be anchored with rail anchors. These are the little steel clips you see attached to the base of the rail and abutted on both sides of the tie that they are adjacent to. The purpose of these clips is to transform the expansion/shrinkage energy from the rail into the tie, thus keeping the rail from moving excessively and causing the track to move or buckle. It also keeps the anchored ties from moving or being skewed from one rail moving more than the other. Using the AREMA track formula to determine the neutral temperature (the temperature of the rail where the rail is neither in compression or tension, the range of the rail temperature needs to be around 115°F or warmer. So that on certain summer afternoons a few of the track crew members apply the anchors to a minimum of every third tie or less.

Now the best part of our new track to Happy Valley Road Bridge is the red flag (the point marked as the end of operational track) is now officially just east of the Happy Valley Road Bridge. I hope to see our operations going further east in the near future.

Mike Strider
Chief Engineer



Matt Petach photograph

Build east crew after placing last panel June 1. Castlewood Bridge in background.



Matt Petach photograph

Rick Cory, Steve Knoeck and Mike Strider anchoring track just east of Verona on a warm day.

Stacktalk

Alan Siegwarth - Steam Department

Over the past few months since our last Club Car article, the steam crew has been extremely busy supporting steam operations, preparing for annual hydrotests on the #3 and #7 as well as working on both the SP #1744 and SP #2479. Speaking of steam operations, the Clover Valley #4 has been reliably running without any major issues for several years but this changed during the first operation in May. During the first trip a main rod wedge retaining bolt broke and allowed the wedge to work free and fall off the locomotive. The missing wedge was noticed in Niles and the crew was able to slowly pull the train back to Brightside without any damage to the locomotive and remove the #4 from the train for repairs. The #4 was replaced with a diesel for the rest of the day. A lot of phone calls by Charles Franz during the week organized Art Randall to make a new wedge in the shop and get it installed on the engine with the help of Chuck Kent and Gerald DeWitt in time for the next Sunday's operation. The work was tricky as we didn't have the original wedge as a

pattern. In addition, we had to design a new wedge key as the method Clover Valley used to hold it in place was not an option. A plan was made, parts made, installed and the Clover Valley #4 returned to service the following Sunday to our patron's delight! Thanks to all the volunteers who spent many hours during the week getting her back into service. In between servicing the #4 for operations, the crew has been working on preparing the Robert Dollar #3 and Skookum #7 for their annual FRA hydrotests. A lot of inspections and preparation is involved getting ready for the FRA to visit and we are now set up and waiting for our inspection which will happen soon. The entire steam department is excited about the current plan to run the Robert Dollar #3 in the fall as it has been a few years since she has been out operating on the railroad.

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 are now set back inside the frame and the connecting suspension is being

painted and prepared for installation. Suspension work is ongoing as we need to get it all installed in preparation for the driving box installation. Speaking of which, Stockton Locomotive Works continues the driving box machine work up in Fort Bragg. The pretty worn out boxes are starting to look ready for reinstallation after many hours of welding and machining.

Finally, we could not leave our newest arrival and biggest steam locomotive, the SP#2479 out of being worked on this month. We were lucky to have Chris Brophy and Scott Kennedy (Bay Area native who worked at Redwood Valley and was a PLA steam crew volunteer) from Durango and Silverton out to work on installing stays on the wrapper sheet patch installed last year. This is just a teaser as I am out of space for this month but suffice to say the work was completed and looks great – more pictures and details in next month's Stacktalk article!

Alan Siegwarth



Chuck Kent photograph

New main rod wedge installed on the Clover Valley #4.



Stockton Locomotive Works photograph

Southern Pacific #1744 driving box crown brass being bored to new machined axle diameter.



Chuck Kent photograph

Preview of next month's Club Car article, SP #2479 wrapper sheet patch prepped for welding on flexible staybolt sleeves.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale: **ONCE IN ITS PRIME, SP 139 BUSINESS CAR WAITING TO BE RESTORED**

This tale starts here at Brightside Yard where the SP 139 sits on a storage track in the back, out of the way of all other activity. It has been in storage in that area for some time now. Once in a while, the car is moved to shift some other cars around, but for the car itself, it sits. That isn't all that good for a car of her class which has been on the rails for many years. This car was built new as El Paso and Southwestern (EP&SW) coach numbered 730 which was in late summer of 1923. The car was built by the Pullman Co. under lot number 4694, class 60-C. The car was 60 feet in length with a weight of 60 tons. It ran as a coach until the EP&SW was purchased by the Southern Pacific Railroad in 1924. Then the coach was assigned an SP number 1057.

Being a durable six axle coach, it was selected to be rebuilt into a Business car. In January of 1929, SP 1057 was rebuilt as an open-platform observation business car and renumbered SP 139. The car was assigned to the Superintendent of the Sacramento Division of the SP and the car received the name "SACRAMENTO" on the side of the car. Under the Superintendent, the business car saw a lot of operation over the rails. Then on January 13, when M.L Jennings was the Superintendent of the Sacramento Division of the Southern Pacific Railroad the streamliner the "City Of San Francisco" got caught in a heavy snow storm on its run over the Sierra Nevada Mountains. A passenger train full of passengers stuck in the snow is not a good situation. M. L. Jennings led the rescue of the train from the snow. The Business car 139 served as SP's base of operations for this rescue of the passengers on the train



Dexter Day photograph

Business car 139 looking good when this picture was taken at Castro Point.



Patrice Warren photograph

Business car 139 at Castro Point as it was when acquired from the S.P.

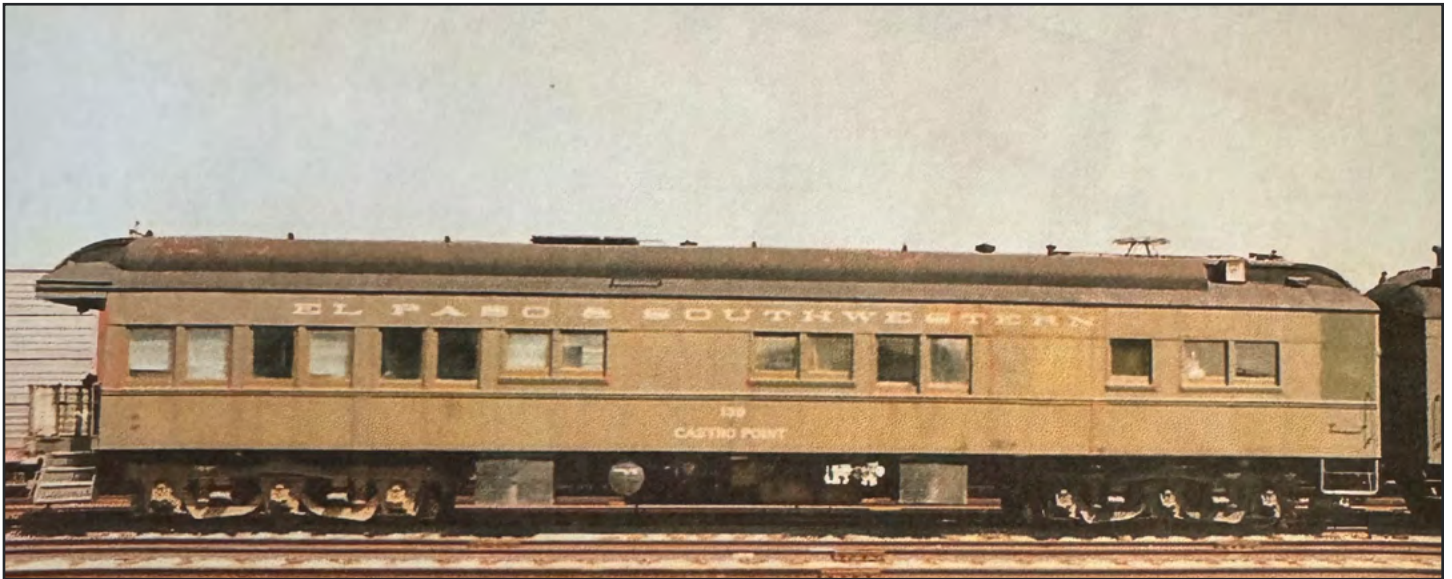
and then getting the train freed from the snow, one car at a time. This was a major undertaking but it was a great demonstration of what can be done by crews when it is needed to get done.

The car was finally retired from being a business car and was reassigned to M of W service. What do you do with a business car when its usefulness comes to an end? The car went through

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Dexter Day photograph

After several years of weather wear, here is SP 139 in its E.P.S lettering and name "Castro Point".

some readjustments in appearance to accommodate its new roll for the SP. One bedroom was taken out and a sliding side door was cut into the side of the car to provide storage. The car still had one bedroom and lounge area. It was no longer a lounge. The galley was removed.

Yes, the once elegant business car is now an M of W car with a new car number, (SP) MW 5541. As time went on and conditions changed on the railroad, the car was designated to be scrapped. In 1975, the PLA acquired the car and moved it to the Castro Point Railroad at Pt. Molate. The car took on a new name "CASTRO POINT" and continued to carry car number 139. This rear platform car was used occasionally for special events, but it didn't fit into the normal operation on the railroad. Sometime around 1979, the 139 went through what you would call a facelift to put the car back to its original appearance by removing the M of W sliding door which was applied to the car when it was in M of W service on the S.P. The re-establishment of the original side appearance took



Dexter Day photograph

SP 139 in the shop at Brightside where it was getting some long awaited roof work and some paint refreshing.

place and the car once again looked like a business car and not something created to be trashed. When the big move to leave Castro Point took place in the 80s, the Business Car Castro Point 139 was one of the cars that qualified to be in the exit train that was going to the Oakland Terminal Railway for storage. This is where the car would stay until the next big move took place

Continued on next page



Dexter Day photograph

SP 139 on rear of train heading East. Smile! Never know when you might be in a picture.



Dexter Day photograph

SP 139 where it sits today. Work was discontinued when original car lettering was discovered.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page
which was from Oakland Terminal Railway to the Niles Canyon Railway. The car has been used in some special trains while here on the NCRY. One



Dexter Day photograph
SP 139 "SACRAMENTO" as it sits today waiting for a new refurbishing. Here original lettering is seen.



Dexter Day photograph
Rear lounge area of SP 139 as it sits today. The wood and ceiling are not in that bad of a condition.

year, it was decorated and used on the Train of Lights. Since it has been on the NCRY, it has not had what it really needed which is restoration done on it. Chris Hauf has started that process to give the car a new exterior painting to put it back into its SP business car look. While working on prepping the car, Chris discovered the old lettering SACRAMENTO that the car once carried in Gold Leaf paint.

The way it looked before being painted over at Castro Point. This was a great discovery since this is the paint scheme that the car will be returned to when Chris is finished with the new paint job. The car, once a Superintendent car, now awaits its turn in the weeds to receive a restoration to extend its use on the NCRY.

With that said, another tale comes to an end.

Dexter Day
Operations Manager



Dexter Day photograph
SP 139 somewhat intact bedroom as it sits. The bedroom also has a toilet and shower area.



Dexter Day photograph
SP 139 area where there were bedrooms, now no longer intact. When in service, it is a lounge area.



Dexter Day photograph
SP 139 picture of hallway and area where galley used to be which has been removed and now Bar area.

The PLA Endowment

It's been a while since we wrote about the PLA Endowment, and we have gained a lot of new members in the interim, so we thought it would be a good idea to bring you up-to-date.

First, the Endowment was established by the PLA Board of Directors in 2005, after two generous bequests were received by the Association. The Board saw an opportunity, then, for building an asset base designated for development of the PLA's future. In establishing the Endowment, they set-out three important rules: 1) the Endowment's Principal may not be invaded; 2) only gains from the Principal may be distributed to the Association; and 3) those distributions may not be used for everyday operating expenses.

I will try to explain.

*The "Principal" is the total of all contributions to the Endowment: bequests from estates, general donations, etc. Under the Endowment's rules (our Plan of Operation), those monies must remain in the Fund.

*The "gains" are the dividends, interest and capital gains earned by the Fund's investments.

*The kinds of expenses eligible for Endowment distributions would be those we think of as "capital" expenses such as equipment purchases, infrastructure upgrades and the like.

The Endowment is managed for the PLA by an Endowment Board. This Board is formed by the PLA President and Treasurer, currently Henry Baum and Pat Stratton, respectively; and 3 appointed members, currently Don Gholson, Phil Stone and me. We meet a minimum of twice a year, in addition to some business conducted remotely. The Endowment's investments are managed since 2011, by the firm Wells Fargo Advisors, with direction on objectives and risk tolerance from our Endowment Board. Virtually

all investments, both equities and fixed income, reside in "blue chip" instruments.

In addition to regular contributions, a few years ago the PLA Board authorized the annual transfer of 10% of the amount eligible for distribution, into the Fund's Principal. This strengthens the Endowment by making additional capital available for permanent investment.

Over the years, the Endowment has grown significantly, having distributed over one-half million dollars for the growth and advancement of the Association - and, remember, that was all from the Fund's gains. Examples of the PLA's use of Endowment gains

include the purchase of the SP-1744 steam engine, and repairs of the Arroyo de la Laguna Bridge.

Those gains, and their contribution to the health of the PLA will continue, especially with your support. That support can take the form of periodic direct contributions to the Endowment, as well as your including the Endowment in your estate plans, trusts, and wills.

Should you have questions or comments about the PLA Endowment, please feel free to contact us.

On behalf of the PLA Endowment Board.

Joe Scardino
Chairman



Chris Hauf photograph

After doing the lettering on the other side of the Pickering #04 caboose last fall, the planets finally aligned to allow Steam Department painter, Chris Hauf, to add the Pickering lettering on the north side of caboose to complete the external lettering.

Treasurer's Report

Pat Stratton - Treasurer

(Note: Even though it is early July when you read this, because this article is due in by June 20 the financial results that we are talking about are for the month and YTD through May 31, 2024.) Our Balance Sheet looks good. We have the cash we need for both short- and medium-term operations. And we have no long-term liabilities. Our cash will take a hit later this month when we pay what is always our largest bill, for annual insurance premiums. But even after that our cash position will remain very good.

Our bank checking account has been the victim of check fraud for the third time since last October. Each time the check was probably taken from a local post office. Each was mailed to a local vendor but ended up in Atlanta or Minneapolis. Each was "washed" of legitimate name and address, a fraudulent name added, and then drawn on our account using mobile banking (where no ID is required, no bank people are involved). So far, our bank has refunded the first one and promised to refund the others. We have closed accounts, opened new ones, and printed new fancy checks, to no apparent benefit. But what a pain in the neck the paperwork is! The bank knows of no way to stop it. Be aware!

Now some exploration of operations relative to our current budget – remember, at the end of May we are 11/12's or 92% of the way through our budget for FYE June 30. Our operating revenue is 10% over budget with one month to go. (When talking about revenue, being over budget is a good thing.) Gift shop sales are over budget by 15%; and Commissary sales are 21% over budget. Great outcomes. Also a good thing, we are on track to earn \$45,000 in interest on CD's this year.

On the other hand, revenue from

donations is 15% short of our budget. It's true, our budget figure here is only a wild guess, a projection from previous years. Still, our actual revenue from donations has been getting a bit smaller each year. Changes to tax law have something to do with it. But I think we aren't working at it either, we are pretty much leaving it to happen on its own. That may be an approach toward individual donations, but I think we need to get organized and get to work if we want to benefit from Grant funds. If you have an interest in helping us pursue grants, let us know.

On the expense side, overall, we budgeted for \$600,000 more expenditures than we have made so far (although we do have one month more to go). I think we budgeted for many more projects than we had the capacity to do. These are restoration projects such as the 1744 steam locomotive, the Ranch Car, and the D&RGW stock car; repair projects such as the WP315 windows and replacing the White House deck; and regular maintenance like painting cars and locomotives. So, if your volunteer heart will join us, we are likely to have an interesting and worthwhile project you can get involved in. Let any Board member know, we will help you get started. Warning: spending a day in the Canyon can be habit forming!

Our first insurance quote is in. Our liability insurance will cost us 24% more than last year - and with less coverage - apparently there will be an exclusion for wildfire coverage if we are found to have caused the fire (so far, we never have).

I have sold the four stocks we held as dividend-producing current assets. They have been earning almost \$1,200/year in dividends; but lately the stock market has been burning off some of the principal. When our Starbucks

stock started down, I sold them all and put the funds in a 5.35% CD. This will earn over \$1,800/year and stop the loss of principal.

I have been working with Pleasanton Garbage's insurance company on our claim for replacement of the main gate at Brightside which was destroyed when one of their trucks backed into it last November. I believe we will be reimbursed our claimed costs of over \$3,700 this month.

We are nearing the end of our financial fiscal year, June 30. If you have expenses for this fiscal year that you expect reimbursement for, I will accept your properly completed and signed Volunteer Reimbursement Request until July 15.

The PLA had their Board elections at the June membership meeting. I was hoping to retire now but we found no one willing to take over the Treasurer position. Attributes needed: keep a checkbook; light bookkeeping; and business sense. Work from home. Let me know of your interest.

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

Pat Stratton

Treasurer

treasurer@ncry.org
650-888-8619

If your employer has a matching gift program for donations to charitable organizations, you may be able to double the impact of any contribution you make to PLA. Because conditions and criteria for gift matching vary by employer, check with your HR department for details. If details of the PLA as recipient are needed, contact Treasurer Pat Stratton at treasurer@ncry.org.

NILES CANYON RAILWAY

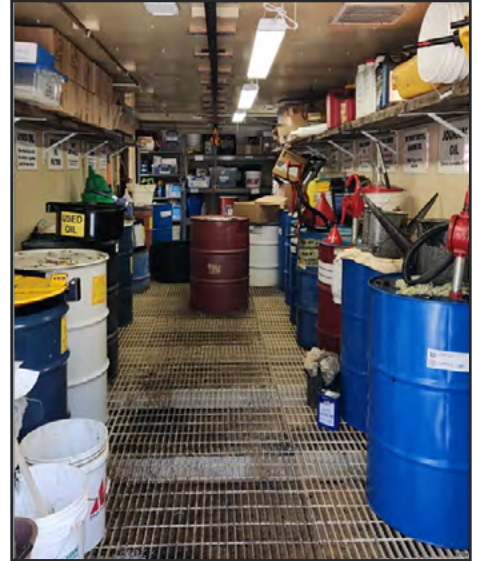
Hazmat

Doug Debs - Hazmat Manager

Bob Bradley installed LED workshop lights in Hazmat Shed #1 ("Oil Shed"). Because the new lights are not guaranteed to be explosion-proof, we moved the Used Solvents 5-gallon collection can to the 3-door Hazmat Shed, "Misc. Hazmat" compartment.

Everything remaining in Hazmat Shed #1 is rated combustible (not flammable, which is much more volatile) or non-combustible (antifreeze).

Doug Debs
Hazmat Manager



Doug Debs photograph

Interior view with the doors closed:
(Note: Light switch is outside, next to the left door.)

BEER ON THE RAILS

May 5, August 4 & September 1, 2024

NILES CANYON RAILWAY

Departs Sunol Station at 1:00PM & returns at 3:00PM

6 Kilkare Road, Sunol, CA

\$69 per person

\$37 Designated Driver
Lunch & Ride only

Beer from three local breweries

Non-alcoholic beverages available on board

Two hour train ride

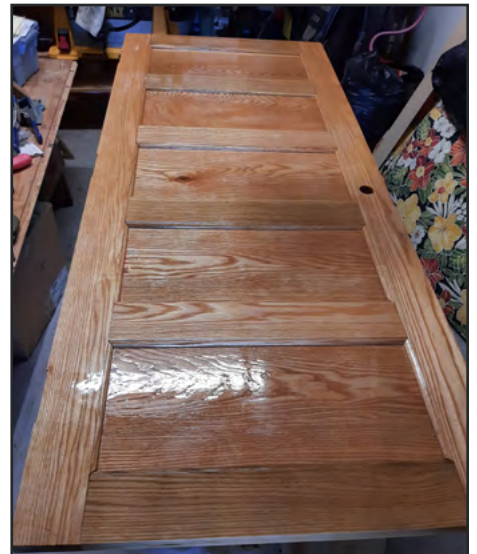
Live music on board!

Lunch included
No outside food or beverages allowed

21+ with ID to pick-up tickets & to board
No children / Pets

Tickets only available online at ncry.org

Info: ncry.org 510.996.8420



Wes Swift photograph

The new end door for Yosemite Valley Railroad car number 107 with 2 coats of varnish applied to the inside surfaces. This door is the passage into the Railway Post Office end of the car, currently coupled to the rear deck of the YV330. The door was made several years ago out of solid oak, even the panels.

Wes Swift

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Stan Kistler photograph, in San Francisco on 10-16-1948

Locomotive Type P-10. The print from the collection of Tom Eikerenkotter. She now resides at Brightside waiting re-assembly.