



THE CLUB CAR



Bulletin 754

Pacific Locomotive Association, Inc.

June 2026

Women working on the Railroad



Mike Strider photograph

The three women L-R are Sarah Fritz, Dena Maldonado, and Dee Murphy. They are working together on pre-spiking the line rail as the crew builds east.

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May opened with another day of track building here at Niles Canyon Railway. In what may be a first for the Build East team, we had three women in our crew. While we've certainly had women work with us before, it's usually just one or two. But it doesn't need to be this way. These hard working women demonstrated how the work of hefting ties and swinging hammers isn't reserved for men.

Early in the morning, I observed the ladies busy plugging ties. The ties we get are secondhand. Before we put them in the track we have to plug the preexisting spike holes by pounding wooden plugs into them. The women teamed up later in the day hammers in hand, to preset some of the spikes. The spikes, all 440 of them, have to be started by hand. The first step of this

East Build continued on Page 8

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

NILES CANYON RAILWAY

MEETINGS

BOARD MEETING

FRIDAY, JUNE 5
7:00 PM

GENERAL MEETING

FRIDAY, JUNE 12
7:00PM

++++ **NEW SCHEDULE** +++++

FRIDAY, JULY 10

GENERAL MEETING

6:00 PM
FOLLOWED BY

BOARD MEETING

7:30 PM

All Meetings are:
In-person & Teleconference
Held at:
Veterans Memorial Hall
37154 2nd St, Fremont, CA

CLUB CAR SUBMISSIONS

The deadline for submitting articles and photos for next month's issue of The Club Car is the

20th OF EACH MONTH

Submit articles in **WORD** format.

Submit photos in **jpg** format.

Each photo should have a description identifying the people in it, and the photographers credit.

Submit to:

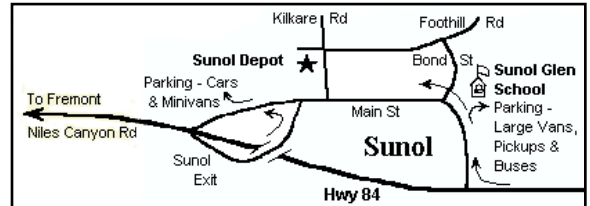
clubcar@ncry.org

(If I don't respond with a Thank you or Got it, then I didn't receive it.)

BOARDING LOCATIONS

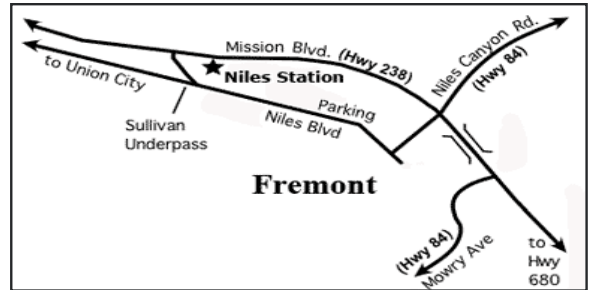
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

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

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

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

General Meetings are held on the 2nd Friday of January, March, May, June, July, September and November, at 6:00 p.m. in the Veterans Memorial Hall in Niles at 37154 2nd Street, (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

JUNE CALENDAR

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
June 5	Friday	Board Meeting	Veterans Hall	7:00 pm	- Tim Flippo
June 6	Saturday	Building East	Brightside	8:00 am	- Steve Knoeck
June 6	Saturday	Wedding Charter	Sunol	5:00 pm	- Jim Evans
June 7	Sunday	Beer on the Rails Train	Sunol	1:00 pm	- Doug Debs
June 12	Friday	General Meeting	Veterans Hall	7:00 pm	- Tim Flippo
June 13	Saturday	Public Train	Sunol	10:30 am & 1:00 pm	
June 13	Saturday	M200 Public Railbus	Sunol - EAST	11:00 am & 12:45 pm	
June 14	Sunday	Public Train	Sunol	10:30 am & 1:00 pm	
June 14	Sunday	M200 Public Railbus	Sunol - EAST	11:00 am & 12:45 pm	
June 20	Saturday	Public Train	Sunol	10:30 am & 1:00 pm	
June 20	Saturday	M200 Public Railbus	Sunol - EAST	11:00 am & 12:45 pm	
June 21	Sunday	Public Train	Sunol	10:30 am & 1:00 pm	
June 21	Sunday	M200 Public Railbus	Sunol - EAST	11:00 am & 12:45 pm	
June 27	Saturday	Brush Cutting	Brightside	7:30 am	- Mark Whitman
June 27	Saturday	M200 Charter	Sunol	2:00 pm	- Jim Evans
June 28	Sunday	Private Charter	Sunol	11:30 am	- Jim Evans

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,696.5 volunteer hours for the month of April. Volunteer hours should be reported every month to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from Train Crew log sheets in Blake's Palace. PLEASE PRINT CLEARLY ON THE LOG SHEETS! If I can't read your name, you will not get credit.

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MOW & TRACK

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Ron Thomas
Sarah Fritz
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Warren Haack

NILES CANYON RAILWAY

President's Report

Tim Flippo

From the President,

We are changing our Board and General meeting schedules with the hope of getting more member attendance. Starting in July both the General and Board meetings will be held on the second Friday of the month with the General meeting starting at 6:00PM followed by the Board meeting at 7:30PM. If entertainment is available it will start prior to the General meeting at 5:00PM. The meeting months will be January, March, May, June, July, September, and November.

The Wednesday warriors are working on sanding the outside doors of the 2101 passenger car, preparing them for painting. Chris should have the paint and will be painting the rest of the car to match the south side. By the time you read this the Ranch Car should be closer to having its matching paint job on the south side thanks to Howard Wise and his crew. Steve Barkkarie along with all his other jobs is working on replacing the baffles on the car. Thanks to Steve and his helpers, Mongo is getting back up and running

very quickly. You do not realize how much something gets used until you cannot use it.

We have some busy months coming up for operations with the M200 running east from Sunol on regular operating days in June and the Clover Valley #4 participating in our member's July 4th train ride and barbeque. Both operations will give you a chance to see the eastern section of our railroad.

So, mark your calendar.

Tim Flippo
President

Membership Report

Sarah Fritz

New Members:

Aaron Burger, Peter Cabeceiras, Rishi Haken, Chris Hogh, Jason G Knapic, Debra J Kopp, Mitch Kopp, Bingxi Li, Yuandu Li, Scott Lockhart, John Miller, Roger Nicholson, Elina Ward-Lev, and Shenli Zhang. Welcome to the Niles Canyon Railway!

Don't forget! Niles Canyon Railways' annual 4th of July train ride and picnic is only a month away. Tickets are available now through the NCRY website. Remember, you must be logged in as a member to make the purchase. Here are the steps from the flyer:

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

If you need any assistance with tickets for the event please contact:

Donna Alexander at 510-996-8420
station-agent@ncry.org

Volunteers are always needed and very much appreciated to help set up, cook/serve, and tear down for this event. Please sign-up online or contact:

Doug Debs at 650-704-1487
dougdebs2472@yahoo.com

Last but not least, there are only a few weeks left before the deadline for Volunteer of the Year submissions. Please send your submission to membership@ncry.org

Sarah Fritz
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



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>



Treasurer's Report

Steve Miller

Great news! The PLA is thrilled to announce that we are sending all the ticket revenue collected from our "Relay for Life" train rides on Sunday, April 26, straight to the American Cancer Society. Thanks to everyone's incredible support, as we raised a grand total of \$5,683.00 - marking an all-time high for our fundraising efforts this year. We couldn't have achieved this amazing milestone without our wonderful riders and dedicated community, and we are proud to contribute to such an impactful cause. Thanks Bob Bradley and all of you GREAT Volunteers that made all of this possible !!

We continue to keep our financial momentum going strong. Late last month, we successfully redeemed two of our certificates of deposits (CDs)-a 3-month and a 12-month account—and immediately put that capital back to work by setting up the purchase of three new CDs early this month. Best of all, our strategic timing paid off tremendously; we earned a fantastic chunk of interest on those two matured accounts, proving once again the power of just being smart and deliberate with our money. Thanks Pat Stratton for your oversight. He gets all of the credit for this !!!

The good news just keeps coming with our latest financial results. Our gift shop has had a fantastic fiscal year so far, bringing in an estimated net profit of 31% after accounting for expenses. Not to be outdone, the commissary has also delivered exceptional results, wrapping

up the period with an impressive 39% net profit margin. Both operations are performing beautifully and showing exactly what happens when great management meets strong community support.

Lastly, when making an authorized PLA purchase, please provide the vendor with your name (printed clearly), the specific project name or equipment number, and the purpose of the materials. Since we do not use numeric purchase orders, vendors can use this descriptive information instead. To ensure our volunteer Treasurer isn't left in the dark, please submit all receipts, receiving documents, or packing slips

on the exact day of purchase - either by dropping them in the Treasurer's mailbox at Blakes or emailing PDFs to treasurer@ncry.org. Please do not use any email address that has a Gmail in the ending of the address, as I will no longer have visibility to that. Prompt communication is vital; failing to submit this information will result in being removed from the vendor's authorized purchaser list.

Thanks for all of your cooperation and all of your hard work Volunteering. It keeps my Volunteer work meaningful.

Steve Miller

treasurer@ncry.org

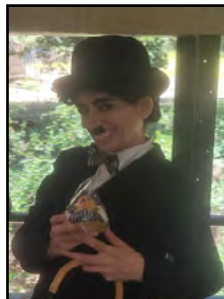
Gift Shop On Board for May Niles Departures

During the 2nd operating weekend in May, the Gift Shop was stationed on board the "KC Bones" rail car for departure from Niles Station in conjunction with Niles Charlie Chaplin Days Celebration, offering passengers a convenient opportunity to pick up souvenirs during their trip through the canyon.



Many riders took advantage of the on-board shopping experience to find the perfect souvenir while supporting the ongoing efforts of the Niles Canyon Railway.

Thank you to everyone who stopped by to browse, make a purchase, or simply say hello. Your support helps keep the trains running and preserves this unique piece of California railroad history for future generations.



Charlie stopped by to purchase a Niles Canyon Railway "Conducttor" souvenir. Thanks for the support Charlie!

Selling a collection of our most popular items



Patrice and Charlene ready to sell!

RIDE THE TRAIN SPECIAL

Father's Day
Sunday June 21

Fathers and grandfathers are offered a complimentary small glass of beer, or root beer.

Along the Right of Way

Stephen Barkkarie

This month marks the end of our fiscal year 25-26 and the time to seat new members on the board of directors. I offer thanks to both those members who have served to keep our organization going, and those who will pick up the mantle to do their part. It's also the time of year we propose budget requests for the coming year. To that end, we gathered for a meeting for all departments to review project progress and focus on goals/wants for the coming year. Going into the details is too much for this format but let me just say there is a lot going behind the scenes.

The summer trains are in full swing, a record number of education trains have run this season, and we get to run our first beer tasting special on the 7th. The city of Fremont celebrated "Charlie Chaplin Days" in the Niles district and we ran steam trains the whole weekend out of our Western terminus. (I noted full trains passing through the yard as I was working on jobs there.) Let's not forget that the M-200 railcar will be making runs out East in the month of June. It will be a great chance to see the progress we are making extending the track towards Pleasanton. The view of Castlewood golf course and Pleasanton ridge are panoramic from the end of track. Check the website for times and dates.

Now let's make a visit to a small but vital part of the track department. That would be the folks who do the work to take care of our mechanized maintenance machines and carry out repairs to the tools that make life easier for everyone who works on track. From now on, "they" will be grouped under the term Mo'MoW. (Maintenance of Maintenance of Way) Almost every day there are one or more tasks to do relating to the care of our equipment. Operators check the fluids before running, but they don't routinely adjust a loose brake, replace a fuse/bulb, or



Stephen Barkkarie photograph

After paint removal a small crack is apparent.

fix a leak of any necessary liquid. My contributions to Mo'MoW are usually in the hydraulic or welding disciplines, though I also dabble in Detroit diesel engines. One of my recent forays into fixing hydraulic leaks deals with the "joysticks" (four-way direction controls on the arms of the operator's seat) on our tie handlers. Both had the same leaks when we received them, and I always told myself we should fix them. They have small valves in the base of the control, and when they leak, they oil the floor as well as your pantleg. I researched the controller model, found



Stephen Barkkarie photograph

Brazing requires red hot metal and flux powder.

Along the Right of Way

Stephen Barkkarie

the part number for the new seal kit, and reached out to the company to order some. To my surprise, the kits cost \$500 for each valve, and we have eight valves between our two tie handlers. Yikes, that's four grand for a

tiny O-ring and a small seal for each valve. No wonder they were never fixed before. I found one kit for sale online for \$300 from a repair shop in the Midwest and took the seals to my local seal shop. They were able to supply eight

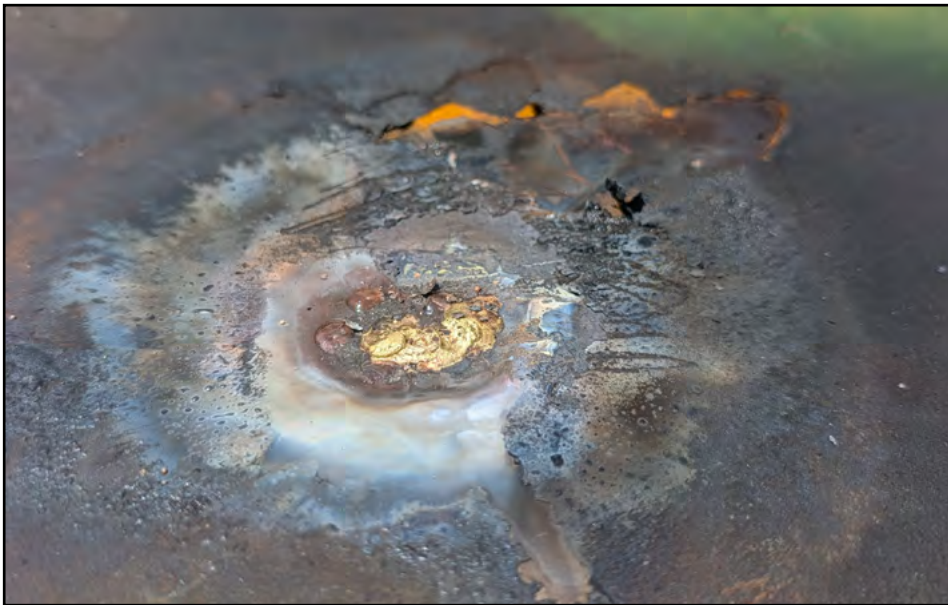
sets of seals for just under \$100! After installing them, there is no oily floor and no more embarrassing stains on your jeans.

Another case for Mo'MoW was a nuisance drip on the rear of the "Free" bridge tie crane. After inspection and process of elimination it was decided the leak must be a hole in the fuel tank behind the fire extinguisher or maybe a poorly welded seam. No help but remove the tank, and of course it was full of diesel. After draining the tank, it is removed and a miniscule crack is found in the side of the tank with no indicator that it was damaged while on this machine, and the paint being a different color, you must assume it was cracked when they installed it. Anyway, the way to fix a crack is to weld or braze. Of course, you must be careful with a fuel tank and open flame or melted steel. The safe way is to purge oxygen from the tank with CO2, so a stop by the MIG welder to fill it with non-flammable gas on the way to the shop did the trick. As the photos show, the rest is basic; clean thoroughly, heat, flux, braze and reinstall. Easy peasy, lemon squeezy.

At this point I must wrap up the tales of mechanical repair, because UPS just pulled up to deliver the new water pump for the Burro crane that recently developed a coolant leak. That is a tale for another time. Never a dull moment for the forces of Mo'MoW, and if you have ever thought, you might like to be one of the unsung heroes keeping the wheels turning and the lights on around Brightside, this could be your ticket to fame and glory. Well, probably not, but it does feel good to fix something that was broken and you set your own schedule. (Just ask John Zielinski on any Thursday.)

Anyone can make a difference. See a need, fill a need.

Stephen Barkkarie
General Manager



Stephen Barkkarie photograph

Finished repair before cleaning.



Stephen Barkkarie photograph

Tank full of CO2 ready for repair.



Stephen Barkkarie photograph

Tank is removed with backhoe.

East Build

Steve Knoeck

Continued from Page 1

process is to align the tie plate so it lines up with the tie underneath it and the rail above it. Next, one person uses a long pry bar to lift the tie and tie plate up to the bottom of the rail. Finally, two spikes get hammered into the tie about an inch deep. This process works best with three people, one to lift the tie and one on either side of the rail setting the spikes. After this is complete, we follow up with a hydraulic impact hammer to drive the spikes the rest of the way.

It was fun to see the women working together and getting to know each other. I hope we continue to see diversity among our volunteer workforce in the months and years to come. There is no special skill or talent needed to get started. Anyone who enjoys working outside with their hands and backs can find satisfaction rebuilding one of the oldest railroad lines in the nation.

In the bigger picture, we are making steady progress building our track towards downtown Pleasanton. With our current process, we assemble three 39-foot sections of track each work day. We'll come back at a later date to add ballast, lift and level the track at the proper elevation. There are some challenges ahead of us that need to be dealt with but the history of railroading is a history of overcoming obstacles. With the 40th anniversary of the Niles Canyon Railway coming up, we are reminded that we are continuing work that was begun so many years ago by volunteers who started with little more than hope and vision. With the continuing dedication of our volunteers, male and female, there is no doubt we can reach our goal.

Steve Knoeck
East Build



Mike Strider photograph

Ladies crew spiking track.



Mike Strider photograph

Lining up spike holes.

NILES CANYON RAILWAY

East Build

Steve Knoeck



Mike Pechner photograph

Joining the rails.



Mike Pechner photograph

Installing rail joint.



Mike Pechner photograph

Matt using the pneumatic hammer to pound the spikes in.



Mike Pechner photograph

We had 15 to 20 hard working handy dancers and 3 women working hard on the Eastern extension.

Tales of the Past

Dexter D. Day

This Month's tale: HISTORY ISN'T ALWAYS IN THE CAR



The B-1 Truck.

This month I was looking around the Brightside yard for something to write this month's article on that would be interesting for you to read and for me to write. Each month it has been very interesting for me as I look into the background on some of the equipment that we have laying around the NCRY and do not pay too much attention to what we have. I know I hadn't, until lately, when I started writing these articles each month. As I was looking for a car to write this month's article on, I noticed that there was sitting a 40 ft. ATSF BX-37 steel box car at Brightside. But what caught my interest was not the car, but the trucks under the car which were not exactly what you are used in seeing. On most cars of that class, you are used to seeing Bettendorf trucks per say. This boxcar, ATSF 142160, still has its original B-1 plain bearing trucks which were built in lot 5652 (ATSF 141301-143310) between April/



Picture of a BX-37 boxcar with B-1 trucks.

Dexter Day photograph

Dexter D. Day

May 1941 by the Pullman Standard Company.

Of the 5,010 cars that were built, 2,500 of the cars had the B-1 truck which our car has. The National B-1 freight car plain bearing trucks have a rich history, evolving from 1930 and 1940s to the present. The B-1 truck was designed to improve service and reduce maintenance costs by eliminating unnecessary parts. It was the first plank less truck and featured a unique spring package with stabilizing wedges. The car itself followed the design of the modified 1937 AAR box car (a taller version of the 1937 AAR design, with an inside height between 10'4" and 10'6").

However, the cars included many subtleties that collectively made them uniquely Santa Fe in nature. The car with its trucks were designed to transport a wide range of cargo, including automobiles, lumber and steel. The B-1 truck was in common use until the mid-60's, when it fell out of favor due to the inability to interchange its bolster and spring parts with other trucks. The AAR banned cars using B-1 trucks from interchange in the late 1960s.

We were able to obtain the car directly from the ATSF in Richmond in 1970 and were able to be moved to the Castro Point Railway in 1972. The car that we have has had a late and long life with the ATSF. Today the car is used for storage in the Brightside Yard. With its rare trucks, and they are very rare.

As research was being done for this article, and feelers were sent out to get more information on these trucks. It started to look like that out of the 2,500 trucks that were placed under cars during the time that they were in use.



Dexter Day photograph

Picture of a B1 truck sitting under an early BX-37 Box car.



Dexter Day photograph

The other side which hasn't fared so well.



Dexter Day photograph

Box car tac on boards moved from five ribs of upper door to lower portion of door. No ladder required.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

Only five sets have been accounted for. We have two sets under this box car at Brightside. One was found under a rotary snow plow in the Midwest, and one set on a flat car.

This would be a great car to clean and fix up so we can use it in a photo freight. As the car sits at this time, one side will need to be repainted but the other side with a little touch up could

pass as original as painted.

With that said, another tale comes to an end.

Dexter D. Day



Old picture of BX-37 with B-1 trucks and tac board high on door.



Another picture of a BX-37 boxcar with the car as it ran in its time frame.

NILES CANYON RAILWAY

Members 4th of July TRAIN RIDE & PICNIC

Join us in beautiful Niles Canyon on

Saturday, July 4, 2026

to celebrate the 4th of July with a round trip train ride from the Sunol Depot and then a BBQ in the Sunol Depot Gardens.

Bring your family, partner, friends or potential new members to experience vintage railroading at its best!



Ride the Train, then enjoy the Feast

The Train departs at 10:30 am, we eat at 12:30 pm
(Please bring your own folding chairs & table if possible)

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



PLEASE VOLUNTEER!

- Set up day before
 - Prep, Cook and Serve, or
 - Fold up tents and tables afterward
- SIGN UP ON MEMBERS' WEBSITE
or contact DOUG DEBS: 650-704-1487
dougdebs2472@yahoo.com

Tickets: Order by June 26:

Members = \$15, Guests = \$20, Kids 5 -12 = \$10.

Order after June 26: add \$5 per ticket.

(Tickets will be held at the Sunol Depot ticket window).

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

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

Ticket Info: Donna Alexander
510.996.8420 | station-agent@ncry.org

Brush Cutting

Mark Whitman

Steve Barkkarie informed me that half of a large pine tree on Mount Flippo had fallen. Our brush chipper was already off the rails, so I decided to go ahead and take care of this on Saturday April 18 instead of waiting for a regular brush cutting day. When I inspected where it had fallen and realized that it was at least two feet in diameter and all the brush portions landed on top of all the old signal equipment this made it exceedingly difficult to get to. We ended up taking the backhoe and small chocker cable to lift large sections and move them to where we could access the chipper. (See photo).

Today the crew consisted of Matt Petach, Ron Thomas, Curt Hoppins, Bob Bradley, and Mark Whitman.

On Wednesday, April 22, we headed west approximately half a mile west of Dresser Bridge. We continued trimming working our way east and raising up the trees to eliminate the fire ladder fuel. Unfortunately, after about three hours a major component on the tie-handler boom broke. We ended up with quite a lot of brush on the ground which we had to feed the chipper by hand. After we finished chipping all the brush we called it a day and headed back to Brightside.

Today the crew consisted of James Moon, Ron Thomas, Pat Stratton, Brad Jones, Greg Gleeson, and Mark Whitman.

On Saturday April 26 I arrived early to put the bucket truck on the rail. Unfortunately, we have been plagued by mechanical problems as of late and today was no exception. When I opened the hood on the bucket truck to check the oil, I could smell gasoline and noticed there were several pools of gasoline sitting on top of the intake manifold. I could also see that the carburetor was dripping gas. We



decided that to avoid a fire it was best not to take the bucket truck out.

As we only had a crew of four people today, we decided to go out to the shoofly and load up some barrels of tie plates in support of east build for next Saturday. We took the work train, the backhoe, and two push cars out to the shoofly. We loaded up eight barrels then brought them back to Brightside.

When we got back to Brightside, we found that Steve Barkkarie had gone

to the auto parts store and picked up a carburetor gasket set and fixed the leak on the bucket truck.

Today the crew consisted of Ron Thomas, Steve Knoeck, John Zielinski, and Mark Whitman. Hopefully, our mechanical gremlins that have plagued us recently will be in the past.

Mark Whitman
Brush Cutting lead

This Month in NCRY History

LS

Guided by a timeline published in an earlier Club Car, this series of 40th anniversary articles simply seek to highlight the challenges a determined group of volunteers can overcome when guided by equally determined leadership. The Castro Point Railway's (CPRy) lease had not been renewed at their home of almost 20 years at the Point Molate Naval Fuel Depot, and the Southern Pacific had abandoned the Niles-Tracy line through Niles Canyon in Alameda County a couple of years earlier and was considered the CPRy's best option to relocate their operations.

Prior to the move, the CPRy had been acquiring donated track materials of the type needed for wherever they did move. This fact proved beneficial when the Southern Pacific removed all the rail through Niles Canyon, leaving it to the newly named Niles Canyon Scenic Railway volunteers to begin using this donated rail in the long process of re-establishing the track.

Note: The donated rail locations needed to be identified, and in many cases, one group of volunteers would travel to the location, pull up and load the rail while another group back at Point Molate would unload, sort, and select the rail to keep as opposed to the rail to be scrapped, which was cut up and hauled away.

The two photos show then - Roadmaster Phil Orth using a rail fork to unload 85# rail donated by a local railroad, off one of the trucking companies trailers that would provide transportation services in support of CPRy's (now NCSRy) operations.

The other photograph shows a modest ceremony held on June 7th, 1986, to note the driving of the first ceremonial spike (machined by PLA member Wayne Empey) about a quarter of a mile East of the Ki-lite Plant (now the NCRY's Engine House) by PLA President Mike McQuaid. The second spike was driven by Roadmaster Phil Orth, with General Manager Peter Schulze, and volunteers Alan Ramsey and Mike Bozzini driving spikes to anchor the 39' length of 85# rail along one side of the track. Until the license agreement was approved, this single rail configuration was required by Alameda County and would remain so for the next 1-1/2 years.

LS



Mike McQuaid photograph

Phil Orth unloads rail in June 1986 at Ki-lite plant (now NCRY's Brightside Yard) after May 31st delivery from San Jose.



Alan Teruya photograph

PLA President Mike McQuaid and General Manager Peter Schulze shake hands after Mike (R) drove the first spike in first rail at MP 34.2.

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***** PROMOTIONS *****



Steve Knoeck photograph

After successfully completing the required Student Conductor training runs, At the end of May 9th operations, Gabriel Gleeson (pictured at center) was promoted to Conductor by Trainmaster Mark Miller. Gabriel is very active with the Ssteam Dept, as well the Operations Dept. Congratulations for a job well done!



Jorg Linke photograph

2026 New Brakeman's' Class. Students are showing off their clean gloves before the hands-on portion of the training. Their hands and gloves did not stay clean for very long. The enthusiastic group did very well with the training and are ready to get started. Good luck to all!