



THE CLUB CAR



Bulletin 742

Pacific Locomotive Association, Inc.

June 2025

Ride the M200 Railbus



Chris Hauf photograph

The M200 waiting for passengers at the Sunol Depot.

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Hop aboard our fully restored, self-propelled ex-California Western M200 Railbus for a unique experience of riding EAST of our Sunol Depot toward Pleasanton. During our June operating weekends (June 14th/15th & 21st/22nd) in addition to our regular Sunol/Niles train rides, we are offering this unique chance to Ride East!

For these rides, our ex-California Western M200 Railbus will take control of this ride. It is a self-propelled railcar

with just 30 seats available for each trip so please act early if you wish to ride on this day. The M200 will depart Sunol facing forward and will return to Sunol in reverse.

There are two departures on each day: 11:00 am and 12:45 pm.

June rides – Tickets available!

Saturdays	Sundays
June 14	June 15
June 21	June 22

M200 continued on Page 9

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

**FRIDAY
JUNE 13
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
after the Members Meeting

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** format.

Submit photos in **jpg** format.

The photo should have a caption/
description identifying the people
or item in it. A photographer credit
should also be included.

Submit in **WORD** format.

(All photo captions on one page)

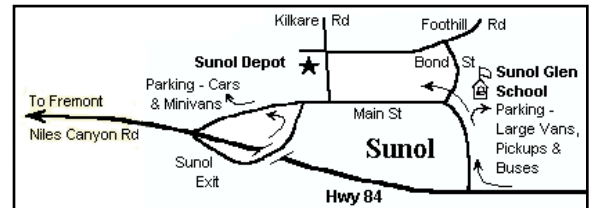
Send email to:
clubcar@ncry.org

The editor reserves the right to hold
or edit material as necessary.

BOARDING LOCATIONS

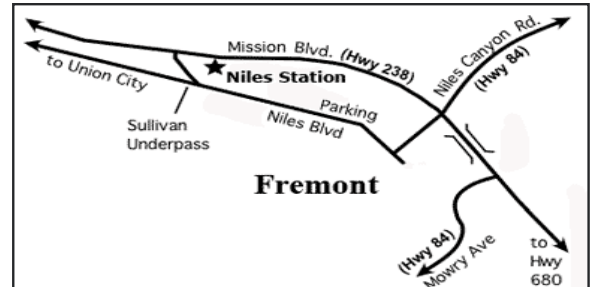
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



===== BOARD OF DIRECTORS =====

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

Brush Cutting.....	Mark Whitman	Museum Curator.....	Dennis Mann
Car Department.....	Dennis Mann	Operations Manager.....	Dexter Day
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Member Communication.....	Linda Stanley	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 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 SCHEDULE

June 1	Sunday	Beer on the Rails Train	Sunol	1:00 pm	-	Doug Debs
June 7	Saturday	Track Building East	Brightside	8:00 am	-	Mike Strider
June 8	Sunday	Wedding Charter	Sunol	6:00 pm	-	Jim Evans
June 13	Friday	General Meeting	Veterans Hall	5:30 pm	-	Tim Flippo
June 14	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
June 14	Saturday	M200 Railbus Operation	Sunol	11:00 am & 12:45 pm		
June 15	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
June 15	Sunday	M200 Railbus Operation	Sunol	11:00 am & 12:45 pm		
June 21	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
June 21	Saturday	M200 Railbus Operation	Sunol	11:00 am & 12:45 pm		
June 22	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
June 22	Sunday	M200 Railbus Operation	Sunol	11:00 am & 12:45 pm		
June 28	Saturday	Brush Cutting	Brightside	8:00 am	-	Mark Whitman

SCHEDULE OF EVENTS SUBJECT TO CHANGE

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,904 volunteer hours for the month of April. Volunteer hours should be reported to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from the 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 for your hours.

ADMINISTRATION

Bob Bradley
Bob Pratt
Charlene Murrell
Chris Hauf
Dexter Day
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Jorg Linke
Kent Hedberg
Mark Miller
Mary Asturias
Matt Petach
Pat Stratton
Rich Alexander
Stephen Barkkarie
Tim Flippo

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ELECTRICAL & SIGNALS

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Joseph Romani
Steve Knoeck

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Bob Pratt
Brad Jones
Doug Vanderlee
John Zielinski
Mark Whitman
Matt Petach
Steve Jones
Steve Knoeck
Steve Meyer
Wesley Van Osdol

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Charlene Murrell
Patrice McDonald

MECHANICAL

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Charles Franz
Henry Chandler
Jeff Haslam
Jorg Linke
Karl Swartz

MECHANICAL

Kent Hedberg
Sarah Fritz
Wesley Van Osdol
William Stimmerman

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Bob Bailey
Bob Pratt
Brad Jones
Charles Navarra
Dee Murphy
Greg Gleeson
James Moon
John Zielinski
Mark Whitman
Matt Petach
Mike Pechner
Pat Stratton
Sarah Fritz
Steve Knoeck
Steven Buscovich
Wesley Van Osdol

OTHER

Barry Lependorf
Patrice Warren
Zonker Harris

OTHER

Jim Evans
Dee Murphy
James Moon
Bob Pratt
James Stewart
Tom Eikerenkotter
Greg Gleeson
Pat Stratton
Steve Knoeck
Bob Bailey
Wesley Van Osdol
Alastair Young
Kent Hedberg
Mark Whitman
Matt Petach

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Charles Franz
Charles Navarra
Chuck Kent
Colin Snow
Don Nelson
Doug Vanderlee
Dylan Olson
Ed Best

TRAIN CREW

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Gabriel Gleeson
Garon Michaelis
Gerald DeWitt
Jackie Vlasak
James Moon
James Stewart
Jason Pate
Jon Williamson
Jorge Linke
Justin Legg
Kent Hedberg
Logan Rubasky
Mark Miller
Mason Denton
Mathew James
Michael Stockwell
Ray Crist
Ron Thomas
Sanjay Bhandari
Sarah Fritz
Stephen Knoeck
Stephen Barkkarie
Stephen Fares
Ted Unruh
Tim Flippo
Warren Haack

NILES CANYON RAILWAY

President's Report

Tim Flippo

If you have not already signed up to attend the 4th of July picnic and train ride you still have time. Doug Debs makes a great meal for us every year. The train will be going east to the end of track. So good food, good company and seeing the East end of track, how can you not come out. Also a reminder if you are a voting member and have not returned your ballot yet please do so, every vote counts. By the crowds we had I would say we ran a successful

American Cancer Society Train for their fundraiser this year. Thanks to everyone who helped out in this endeavor. Then we hosted the Boy Scouts for their Rail Road Merit Badge. They had a great group and were very interested in our collection on the walking tour and had a good time going for a ride to Niles in the M200. The second weekend in May the Saturday Diesel train ran with very good crowds and the Steam train ran with sold out crowds. It sounds like

the third weekend will be the same. To those that are qualified, we are coming up to the summer months when people like to go on vacation, please keep train crew in mind when you are available. If you want to take an early peek at the track going East we will be running the M200 out east on regular operating days in June. Tickets are available on line.

Tim Flippo
President

Membership Secretary

Rich Alexander

Up for voting member status at the June meeting are James Moon and Michael Stockwell. They will be voted on during the meeting.

New Members:

Om Bachu; Radhika Bachu; Micah Brandes; Jennifer Carlson; Michael

P DeChenne; Nina Dong; Ivan Gerasimov; Eric Levin; Daniel F Lilot; Henrik Lilot; Kim Lilot; Benjamin Newton; Rachel Newton; Cameron Smith; Pamela Stewart and Gary E Walter.

If you see any of these new members around the yard give them a big welcome and show them around.

During the June meeting the results of the election will be announced and the newly elected board members will take office at the July meeting.

It is important that members update us with new information about themselves such as new addresses. We get several Club Cars returned each month that are undeliverable by the post office. If you put in a change of address with the post office that information comes back from the post office. Also, if any member knows of someone that has passed away please let us know so

we can update our records. I currently have a few members that Club Car keeps coming back as undeliverable. I know that these members are up in age, I also have no phone contact information for them.

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



ATTENTION VOLUNTEERS

If you volunteer for Niles Canyon Railway make sure you send your volunteer hours monthly by the 10th of every month to Charlene Murrell at volunteer-hours@ncry.org to get credit for your volunteer hours and for your name to appear in the monthly Club Car.

You just need to note the project you worked on (MOW, Mechanical etc.) and the hours you worked on this project.

A Volunteer Hours Reminder Email is sent out at the end of every month.

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton

I am feeling pretty positive about the finances at our railroad. Here is a run-down.

Between bank accounts and interest-earning CD's our April 2025 Balance Sheet (the most recent month-end available) shows a comfortable cash balance.

The Income Statement for April contained weekend revenue of

\$13,720 from two days of Diesel runs, \$16,975 from two days of steam runs, and \$2,795 from our mid-week School Trains. We also completed a charter for local Washington Hospital for \$2,625 and an M200 Railbus charter for \$560. Speeder rides brought speeder owners and adventurous riders together, earning \$3,710. The Gift Shop took in \$4,070 and Commissary \$2,576. Revenue from Donations was \$3,401; and interest earned on our savings was \$3,272. We also sold some scrappy ties as landscapers and a very well-worn, deaccessioned flatcar for \$3,550. Total income for the month was \$65,150.

Our net income (revenue less expenditures) for the fiscal year (we were 10 months into it, or 83%) was positive at \$523,000. Going forward our regular revenue operations are in full swing, including special trains and charters.

Budgeted Revenue looks as good as we could hope for. Adding up all sources of income to include tickets, memberships, gift shop and commissary sales, donations, and interest, we have covered 100.7% of our budget – and two months to go. Keep up the good work, all you volunteers.

Looking at Budgeted Expenditures, we were 83% of the way through our fiscal year and the cost of train operations is 78% of our budget estimate. A few of our indirect expenses are a bit over again - toilets, trash and utilities - but we can do only so much to keep them in check. Mechanical Department expenditures are at 46% of budget; Facilities expenditures are at 67%;

and Administrative expenditures are at 85%. Overall, 83% of the way through the year we have only spent 66% of our budget estimate.

Speaking of budgets, I am in the process of initiating the collection of financial estimates for next year's budget. For those in our various departments tasked with providing that information, this is your signal to put together estimates for revenue, costs, and schedule for the next year. Use of last year's worksheet format will be fine. Be realistic about the resources you need - volunteers and time as well as finances.

The financial audit is complete. The final Audit Report and Opinion (a "clean" report) was delivered to the Board. The federal and state non-profit information returns have been filed as required. So already we start again preparing for an audit of this fiscal year's financial records.

I have been Treasurer for 6 years, and have enjoyed all of it except perhaps a few of the longer Board meetings. Long time PLA member Jim Stewart is running for election to this important position and responsibility for our organization. I think he will do a great job for us and look forward to assisting in his transition over to the duties under the position. I support his election, and I hope you will too.

Thank you, and let me know if you have questions or comments.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

Did you know that you can contribute appreciated stocks, bonds or mutual funds to the PLA? When you do the total value of the security on the transfer date is tax-deductible.

Also, you won't be required to pay any capital gains taxes on the appreciation. Contributions of securities will be placed in the PLA's managed Endowment Fund, where the principle is invested, and the earnings are only available for non-operational expenses – equipment, restorations, ROW improvements, and facilities.

This can be done easily and securely via transfer to the PLA's account with Wells Fargo Advisors.

**Contact Treasurer Pat Stratton at
treasurer@ncry.org
for additional information.**

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

Along the Right of Way

Stephen Barkkarie

Our fiscal year ends, new board members are elected, and the trains keep rolling, that is the name of the tune in June. We start the month with a Beer train and have added the M-200 Railbus to the regularly scheduled operations running East to Happy Valley. Restorations are back in full swing and education trains have been enlightening local students in the fine art of Railroadng.

One project that has been on our Wish list has finally been accomplished, namely upgrading the power supplied to the Sunol depot building and parking lot. Ever since the station was returned to its rightful place on the track, electricity has traveled overhead to cross Kilcare Rd. The wires were undersized for the needs of the site and the poles were leftover from the SP days so there was constant worry of something going wrong. There were also all the old signal wires on the poles. The wires have always been an eyesore and occasionally, an old telegraph wire would give way and wind up laying on the ground across the parking lot. All we could do is wind it up and hang it from the pole until we could get the bucket truck to Sunol to cut it off at the top. It was a constant nuisance and unattractive.

Finally Rich Alexander took on the job of getting bids to underground and upgrade the system. A local company, D&C Electric, responded to the call and during the job walk they suggested rather than trenching across Kilcare Rd. we should directional bore in the lines. They had worked with Apex Directional boring before and thought they could do the job faster and with a lot less traffic interruption. That certainly sounded good to us, 5 days instead of 10 days and no flagging downtown Sunol. There are quite a few utilities that run down Kilcare that could be a problem, and they would have to deal with Kinder Morgan's petroleum line as well. The



Stephen Barkkarie photograph

New skyline at Sunol Station.

guys from Apex are real pros though and took care of all the paperwork with the county and locating all the utilities. They decided to open trench across the driveway near the petroleum line while the KM inspector watched and their engineering department signed off on the job. The next time out, they pushed in two conduits across the road, backfilled the trench and access holes, all in the same day. They spent the next three days filling in the potholes for locating the other utilities and then patched the asphalt. For all they know about drilling dirt, they have a lot to learn about paving. Fortunately, we have an in-house paving expert, and he was available to give them a lesson. Mark Whitman has decades of experience laying down "hot stuff" and he made sure to instruct the boys from Apex. We helped them quite a bit but that ensured we got the job done the way we wanted.



Stephen Barkkarie photograph

Mark Whitman packing the trench.

Stephen Barkkarie

The father and son (and grandson) team from D&C came in and pulled in new wire and connected the Station in a half day. With that the long-anticipated job was done. Now, Donna will be able to run the heaters in the station on those long cold TOL nights.

The electricity now safely underground, left the job of taking down all the overhead wires running the length of the platform. For this Mark recruited a large team, and with the help of the bucket truck, took down and rolled up the wire for recycling in record time. What a difference that made in the look of the Sunol Depot. A clean new skyline for the town. I received several positive comments at the annual 4-H pancake breakfast that the station looks so much better. The people of Sunol approve.

Part of the job involved us supplying a new power line to the light pole in the center of the parking lot and the removal of one of the poles west of the Porta-potty corral that gets in the way of parking cars. By removing this pole, we gained three spots for cars and made getting in and out of the West lot easier.

There was a downside to the project though. We discovered an unnoticed water leak near one of our platform light cabinets, but the bright side was that's where we needed to hook into power for the center parking lot pole. So, we spent a day searching for the leak, which turned out to be directly under the cabinet. How nice. We decided to turn a negative into a positive by installing a water faucet at that cabinet while we had to fix the line. It will make it easier to water the regular train. Leak fixed, we installed a conduit for the lighting power and filled in the trench. The last step will be for Rich to install LED lighting for all the parking lots. That will give us better lighting and save us a bunch on the PG&E bill.

Of course, lots of other work went on like hydraulic rebuilds of the cylinders



Stephen Barkkarie photograph

Mark Whitman gives a paving lesson.

on our big Hyster forklift so it is back for the heavy lifts. Our new MOW volunteer Garret took on the resurrection of the spud liner for work on the Eastward build. Doug Vanderlee has put together two packages of hardware for the Niles storage track, and we have begun the

grading for the turnout. The axle boxes are back for the #1744 so the frame will soon be back on its wheels. We held another Boy Scout merit badge session with about 20 scouts attending this session. (They were treated to

Continued on next page

Along the Right of Way

Stephen Barkkarie

Continued from previous page

an M200 ride and got a lesson on the tie crane.) They are anxious to hold another one soon. I guess the word is out. The Wednesday Warriors have begun refinishing the interior of the #139 and removing the old paint from the exterior. Even our president has gotten into the project wire brushing the roof before we fix the leaks. Another step forward for the stock car with the frame being cleaned for painting prior to reflooring. New conductor Mason Denton and Jorg Linke have taken on the job of locomotive servicing, and we have located another mechanical service for repairs to the motive units thanks to Kent Hedberg.

There is always something you could be doing if you just take the time to try something new. We do it all the time, you should too.

Stephen Barkkarie
General Manager



Chris Hauf doing what he does best.

Stephen Barkkarie photograph



Boy Scouts get tie crane practice.

Stephen Barkkarie photograph

NILES CANYON RAILWAY

Ride the M200 Railbus

Continued from Page 1

Departures are **ONLY** from our Sunol Depot.
1 hr. & 20 minute roundtrip excursion.

Ticket prices

\$20.00 for Adults

\$10.00 for Seniors (62+)
and Children (3-12)

Children 2 years of age and under do not need a ticket, but must be seated in a lap due to the limit seating on the M200.

Online ticket sales preferred and the only way to insure you will be able to ride on a given day.

Any remaining tickets for each day will be sold as walk-ups at our Sunol Depot Ticket Office.

A wheelchair lift is available for those needing it or for those where the steps entering and exiting our historic cars are challenging.

Our M200 is equipped with a small, single bathroom. Porta-potties are available at our Sunol Depot. There are no food concessions on board. You are welcome to bring a drink or a snack. We ask if at all possible you carry in and carry out any garbage/recyclables.

Chris Hauf

Marketing Manager



Chris Hauf photograph

Operator's area on M200.



Chris Hauf photograph

The M200 traveling East of Sunol.



Chris Hauf photograph

Interior of the M200 looking from the rear forward. The windows can be opened.

Tales of the Past

Dexter D. Day

This Month's tale:

WOODEN STOCK CAR IN THE PAST, SPLIT M OF W FLAT TODAY

This month's tale starts back a few years. It is 1983 and Levin Metals had received two cars from the Union Pacific Railroad for scrap. The two cars that they received were from the M of W Department of the railroad. These were not modern cars, they have many miles logged while they were in active service. These M of W cars are 40 ft. split flats numbered WP 8534 and WP 8540. That means that half of the car is a flat car and the other half had a bunker making it look like a gondola car. These strange looking cars weighed 33,600 pounds and were built from aging stock cars that were built in 1925 by Pacific Car and Foundry (75501-75800) and were then converted to their present appearance in 1951 in the South Sacramento Shops. The railroad could not use the stock cars anymore because of age and they had no more use to the railroad. The railroad saves a lot of money by making cars out of aging cars they have already instead of having new cars built.

After the PLA received the two cars on property, they were not used for anything special for several years except for storing items on them. Then around 2008, the PLA thought it would be interesting and profitable to run two TOL's at Christmas which means that one would leave out of Niles and one would leave out of Sunol and they would pass at Brightside.

However, as the train was set up, we had only one generator car that could handle the power that was needed to handle the power for the lights on the other train, the second generator was needed. After looking over both split flats as they sat, it was decided that the car that should be used for the second generator car was split flat WP 8534 after some alterations to control the



NCRY Archive photograph

Split flat 8540 in its original configuration after its rebuild by WPRR and has just been sold.



NCRY Archive photograph

Split flat WP 8534 converted to accommodate a generator for TOL. Can be restored to original configuration.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

generator noise that will come from the generator in this open-air car. New high sides were developed and the front supports to the bunker had to be cut out to fit the generator in the center of the car. This car was used on the TOL for a couple of years and was finally retired in 2010.

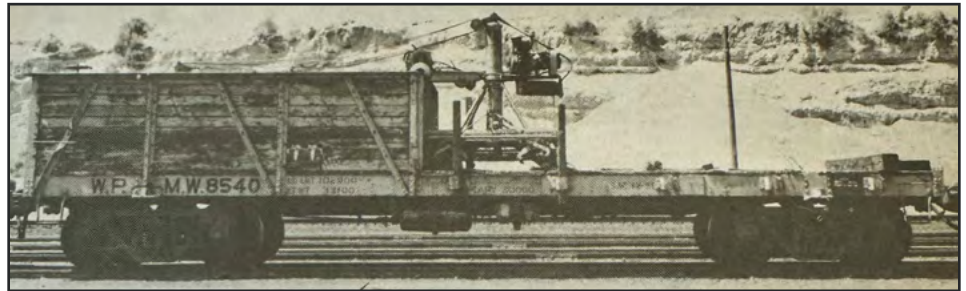
The car now sits at the Spot and is not expected to fill anymore assignments at this time. The car WP 8540 that was stored with WP 8534 on the NCRY at the Spot was just sold and moved off property. As far as the remaining car at the Spot goes, it is one of six cars that still survive from the 18 that were originally built. The little crab car that the M of W department uses in their track work was once on the deck of split flat WP 8540. Someday, it would be nice to put car WP 8534 back to the car's original look as it once did. The little track crab car today that once was on the deck of the split flat WP 8540 is happy today as part of our string of M of W equipment at Brightside. With that, another tale ends.

Dexter Day
Operations Manager



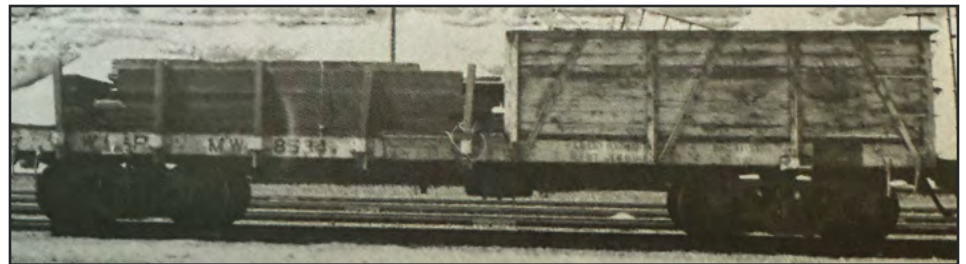
NCRY Archive photograph

WP split flat 8534 prior to being converted to a generator car for TOL.



WP Archive photograph

Split flat WP 8540 with small crab crane on its deck now part of M of W equipment Brightside.

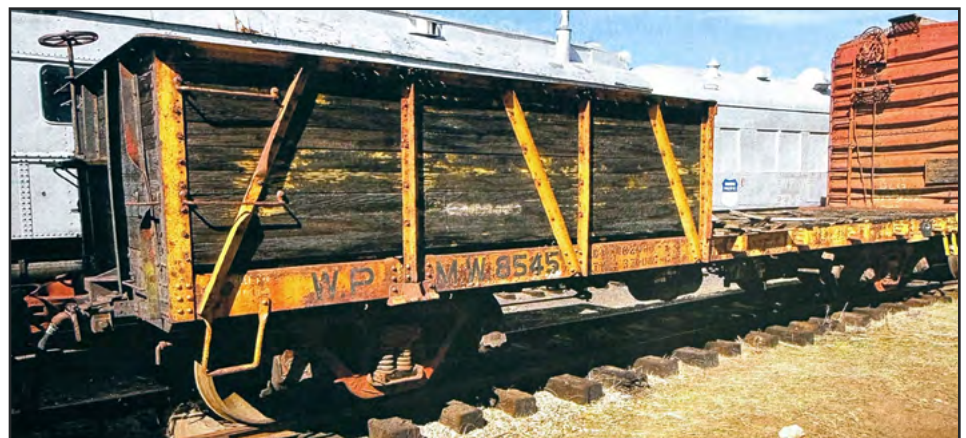


NCRY Archive photograph

Split flat WP 8534 in its rebuilt configuration in service on WP.



Another split flat in good condition at Portola, WP 8545.



Shot of a split flat from the rear of the car WP 8545 at Portola.

Brush Cutting

Mark Whitman

On brush cutting Wednesday, April 23, we headed to just east of the shoo fly. This is a section of a virtual tree tunnel that required heavy trimming and some removals. Crew today consisted of Brad Jones, Ron Thomas, Steve Knoeck, Steve Meyer, James Moon, Garret Hall, Wes Van Osdol, and Mark Whitman.

Due to the parade and the promised train ride for the Sunol residents, as they had requested a ride to the east end of the railroad this prevented us from working in that area on Saturday, April 26. We decided to work at the west end starting at Vallejo Mills working our way east to approximate MP 30.3. This area only needed light maintenance trimming. The crew today consisted of Brad Jones, John Zielinski, Ron Thomas, Garret Hall, and myself.

On Friday, April 11 the contractors started the process of under-grounding our electric utilities at Sunol. The first leg consisted of digging an open trench from the electrical cabinet over the top of the petroleum pipeline to a point next to the utility pole closest to the east end of the station. After determining the depth of the petroleum line their representative let the contractor lay the new electric line over the top rather than under the petroleum line. The second leg was a horizontal bore approximately 250 feet from the point by the pole underneath Kilcare Road all the way to the electrical panel by Sinbad Creek.

These two sections went very smoothly, the patch paving was another story. The first day the contractor was supposed to start paving about 8 or 8:30 am. Steve let me know that the contractor called to let him know that he would not be there until at least noon. The reason being that he had loaned his asphalt hauling trailer and the person that used it did not clean out the asphalt before returning it. This caused his crew to spend the best part



Matt Petach photograph

Steve Jones and Pat Stratton stand ready as Rich Alexander traces and disconnects wires atop the pole.



Matt Petach photograph

Dee Murphy in the bucket cutting wires off the insulators on the crossarms.

of the morning with chipping guns and jack hammers cleaning it.

The contractor arrived around noon with a load of asphalt. We put the first layer of asphalt in the trench and compacted it with a jumping jack. We put the second layer of asphalt down and went to compact it with the vibrating plate and the engine did not start. Come to find out he had loaned the vibrating plate to the same person that had borrowed the asphalt trailer. He had apparently loaded it up with some old gas, so Steve ended up overhauling the carburetor. By the time this was done, the second layer of asphalt was too cold to do anything with. We shaved off enough to allow some more asphalt to be applied the next day.

It took two more days to finish the paving. One day to finish the trench. The second day to sawcut, remove, and patch pave asphalt over the two



Matt Petach photograph

Mark Whitman carrying out the job site safety briefing with the crew before starting work.



Matt Petach photograph

Pat Stratton, Chris Campi, and Sarah Fritz rolling up the wires.

utility potholes.

The next phase of this project was to remove all the overhead old signal lines that had supplied the power, this was PLA's responsibility to do. There were fourteen wires from the pole at Sinbad Creek to the pole by the station, ten more from that pole to the pole west of the station, and four more wires to the next two poles. The crew today consisted of Matt Petach, Dee Murphy, Bob Pratt, Pat Stratton, Brad Jones, Chris Campi, Sarah Fritz, Rich Alexander, Curt Hoppins, Joe Romani, Steve Knoeck, and Mark Whitman.

After removing all the wire from the poles this allowed us to remove the pole in the parking lot west of the outhouse corral. This will give us a few more parking places and make maneuvering in that area easier.

Mark Whitman
Brush Cutting Manager

NILES CANYON RAILWAY

Sandhouse Gossip



Chris Hauf photograph

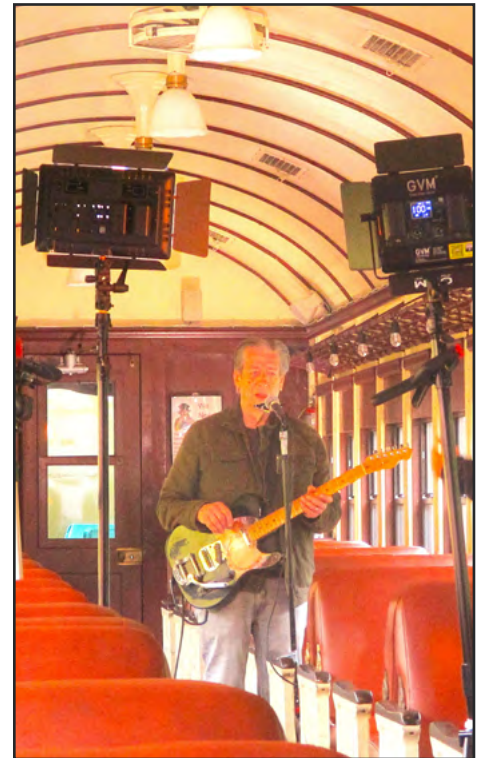
**Love is in the air.
Onboard our trains.
And in the locomotives!**

On Sunday May 18, Dylan Olson was firing the Robert Dollar 3 out of Niles. On board was his fiancé, Chloe Elizabeth. At 11:45, as the RD 3 was taking water, Dylan proposed to her. I reckon it wasn't just the water that was heating up. She wasn't speechless because the pop lifted either. I'll bet that she was speechless because life suddenly took on an entirely new potential. She said yes! Is this a first for the NCRy?

**Apparently there are other lovebirds twittering about on the train.
Rumors abound. Must be the season!**

Warren Haack
Director-at-Large

Stationary NCRy Charter



Last month we made the SP 2101 coach available to singer Terry Abbott and his video assistant Maureen Sifuentes to do a short You Tube segment inside an old passenger car. First time I have coordinated one of these. It was interesting to observe and hear with an extra \$100 for PLA.

Jim Evans
Charter Agent

4th OF JULY PICNIC

**Please take photos of
your families enjoying
the train ride and picnic.**

**Send the photos to the
Club Car Editor and I
will try to make a photo
page of our volunteers
in the Club Car.**

NILES CANYON RAILWAY

Charlie Chaplin Days in Niles



Donna Alexander photographs

On Sunday, May 18th, downtown Niles celebrated Charlie Chaplin Days and riding our 10:30 train were several Charlie Chaplin look-alikes before going to the Charlie Chaplin contest that afternoon.



Chris Hauf photograph

In a weekend of Operating Department promotions, long time steam fireman, Gerald DeWitt took over the engineer's seat of Robert Dollar Co. #3 on Sunday, April 20th for his first runs as our newest steam engineer. Congrats Gerald!



Kent Hedberg photograph

After a successful Education Train operation on May 9th, Jason Pate was promoted from Student Brakeman to Brakeman by Trainmaster Mark Miller. At the end of the day the train crew gathered to congratulate Jason on this latest achievement. Well done, Jason!

Members 4th of July TRAIN RIDE & PICNIC

Join us in beautiful Niles Canyon on

Friday, July 4, 2025

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!



Tickets: Order by June 27:

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

Order after June 27: 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



PLEASE VOLUNTEER!

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

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

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Hayward, CA
Permit No. 188

Time Sensitive Material



The Tamper vibrating/tamping the ballast under the rails.

Mike Pechner photograph