



# THE CLUB CAR



**Bulletin 733**

**Pacific Locomotive Association, Inc.**

**September 2024**

## 100-Ton Steam Crane Arrives at Niles Canyon Railway



*Douglas Vanderlee photograph*

7080 being unloaded at MP35.

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The S.P. Wrecking Crane #7080 is on property in the Niles Compound. Sheedy Crane was contracted to move the 100 ton capacity crane from the California State Railroad Museum (C.S.R.M.) to Niles Canyon Railway on August 5 through 8 of this year. The crane was originally the Central Pacific #690 built in 12/1906 with CN#1583 stationed in Sacramento. She was renumbered in 10/1931 to #7010 to work near West Oakland. Again,

renumbered in 6/1945 to #7027 while servicing Fresno. Finally, the crane was renumbered to #7080 in 1/1969 to reside in San Francisco Bayshore. The Idler Car that accompanies the crane #7018D CN#48619 is a F-50-2 type built in 5-28-1940 is also now here too. After successfully removing the 16 ½ inch wide keeper nut from the central pivoting shaft on the crane chassis, efforts were made to find a mover. Chris

**Steam Crane 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 **SEPTEMBER 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  
follows 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 Microsoft **WORD**.  
Submit photos in jpg format.

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

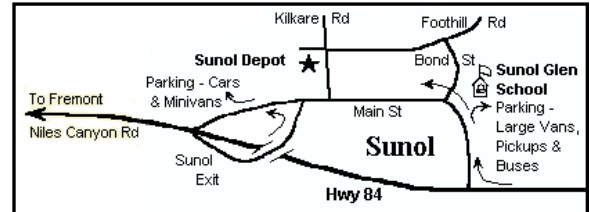
Send email to:  
**clubcar@ncry.org**

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

## BOARDING LOCATIONS

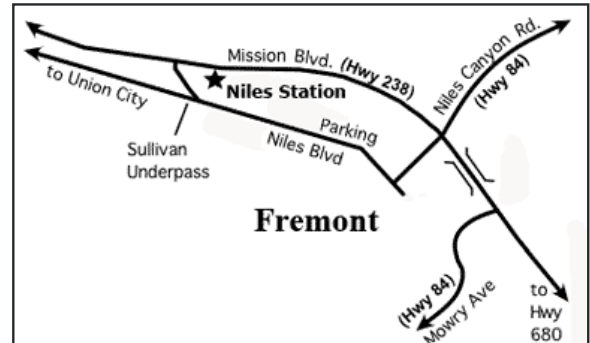
### SUNOL DEPOT

6 Kilcare Road  
Sunol, CA 94586



### NILES STATION

37029 Mission Blvd.  
Fremont, CA 94536  
(Niles)



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

President	Tim Flippo	(650) 575-3341
Vice President	Jim Evans	(650) 697-9033
Recording Secretary	Matt Petach	(925) 860-4296
Membership Secretary	Rich Alexander	(510) 508-0503
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Director-At-Large	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
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Chief Engineer.....	Mike Strider	Road Foreman of Engines..Kent Hedberg
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Crew Caller.....	Jackie Vlasak	Station Agent - Sunol.....Donna Alexander
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Hazmat Manager.....	Doug Debs	Steam Hosteler Training...Jeff Schwab
Marketing Manager.....	Chris Hauf	Technology.....Matt Petach
Member Communication.....	Linda Stanley	Train Master.....Mark Miller
Museum Curator.....	Dennis Mann	Volunteer Coordinator.....Ed Best
		Yardmaster.....Stephen Barkkarie

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

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

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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

SEPTEMBER SCHEDULE					
<b>September 1</b>	<b>Thursday</b>	<b>Beer on the Rails</b>	<b>Sunol</b>	<b>1:00 pm</b>	<b>- Doug Debs</b>
September 4	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
September 7	Saturday	Building Track East	Brightside	8:00 am	- Mike Strider
<b>September 8</b>	<b>Sunday</b>	<b>Wedding Charter</b>	<b>Sunol</b>	<b>2:30 pm</b>	<b>- Jim Evans</b>
September 11	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
September 13	Friday	General Meeting	Veterans Hall	5:30 pm	- Tim Flippo
<b>September 14</b>	<b>Saturday</b>	<b>Regular Train Operation</b>	<b>Sunol</b>	<b>10:30 am &amp; 1:00 pm</b>	
<b>September 15</b>	<b>Sunday</b>	<b>Regular Train Operation</b>	<b>Sunol</b>	<b>10:30 am &amp; 1:00 pm</b>	
September 18	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
<b>September 21</b>	<b>Saturday</b>	<b>Regular Train Operation</b>	<b>Sunol</b>	<b>10:30 am &amp; 1:00 pm</b>	
<b>September 22</b>	<b>Sunday</b>	<b>Regular Train Operation</b>	<b>Sunol</b>	<b>10:30 am &amp; 1:00 pm</b>	
September 25	Wednesday	Maintenance of Way	Brightside	7:30 am	- Ron Thomas
<b>September 26</b>	<b>Thursday</b>	<b>CA Short Line Assoc.</b>	<b>Brightside</b>	<b>1:00 pm</b>	<b>- Steam Dept.</b>
September 28	Saturday	Brush Cutting	Brightside	7:30 am	- Mark Whitman

## Volunteer Report

### Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,474 volunteer hours for the month of July. Volunteer hours should be reported to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from log sheets. PLEASE PRINT CLEARLY on the LOG SHEETS. If I can't read your writing, you will not get credit for your hours.

#### Administration

Bob Bradley  
Bob Pratt  
Charlene Murrell  
Chris Hauf  
Dexter Day  
Ed Best  
Gerald DeWitt  
Henry Baum  
Jackie Vlasak  
Kent Hedberg  
Mark Miller  
Mary Asturias  
Pat Stratton  
Rich Alexander  
Stephen Barkkari  
Tim Flippo

#### Archives & Library

Brian Hitchcock

#### Car Department

Bob Moore  
Bruce Burke  
Chris Hauf

#### Car Department

Dennis Mann  
Joan Weber  
Linda Randolph  
Marshall Williams  
Norm Fraga  
Steve Van Meter  
Tim Flippo  
Tom Crawford  
William Stimmerman

#### Commissary

Bonnie Harrington  
Dan Mills  
David Hipple  
Jack Harrington  
John Linke  
Matt Petach  
Mike Pechner  
Robert Giles  
Ron Hook  
Sally Mills  
Steve Brown  
Sue Thomas  
Tim Bennett

#### Docent

Jim Evans  
Ron Hook

#### Electrical & Signals

James Stewart

#### Facilities

Bob Pratt  
Curt Hoppins  
Doug Vanderlee  
John Zielinski

#### Gift Shop

Alyssa Cantz  
Charlene Murrell  
Patrice McDonald

#### Mechanical

Charles Franz  
Chris Hauf  
Gerald DeWitt  
Henry Chandler  
Howard Wise

#### Mechanical

Jeff Haslam  
Justin Legg  
Karl Swartz  
Kent Hedberg  
Sarah Fritz

#### MOW & Track

Adam Weidenbach  
Bob Bailey  
Bob Pratt  
Brad Jones  
James Moon  
John Zielinski  
Matt Petach  
Pat Stratton  
Preston Veneciano  
Ron Thomas  
Sarah Fritz  
Steve Meyer  
Trevor White  
Wesley Van Osdol

#### Other

Alyssa Cantz

#### Other

Barry Lependorf  
Bob Bailey  
Bob Pratt  
Brad Jones  
Dee Murphy  
Jack Harrington  
Justin Legg  
Kent Hedberg  
Mark Whitman  
Matt Petach  
Patrice Warren  
Randolph Ruiz  
Sarah Fritz  
Steve Brown  
Steve Knoeck  
Tim Bennett  
Tim Flippo  
Tom Eikerenkotter  
Zonker Harris

#### Train Crew

Brad Jones  
Chuck Kent

#### Train Crew

Doug Vanderlee  
Dylan Olson  
Ed Best  
Gabriel Gleeson  
Garon Michaelis  
Jackie Vlasak  
James Stewart  
John Zielinski  
Jorg Linke  
Justin Legg  
Kent Hedberg  
Liam O'Leary  
Logan Rubasky  
Mark Miller  
Mason Denton  
Michael Stockwell  
Ron Thomas  
Sanjay Bhandari  
Sarah Fritz  
Steve Knoeck  
Ted Unruh  
Tim Flippo  
Warren Haack

# NILES CANYON RAILWAY

## President's Report

**Tim Flippo - President**

It has been a busy month! The steam crane has finally been moved from Sacramento to the Niles Canyon Railroad. A big thank you to Steve Slabach and Doug Vanderlee and all their helpers for getting this done. A few of the members who have agreed to step up and serve our organization were appointed at the August meeting, Steve Barkkarie as General Manager for another term and Doug Vanderlee is going to be the head of the collections committee. Henry Baum is going to head up Public Relations and Tom Eikerenkotter is going to lead the Master Plan committee. Thank you! My goal this year is to try to finish some of

the projects we have already started. I am sure there will be many new projects that will come up along the way as well. I know when you read this it will only be September but the TOL (Train of Lights) decorating will have already started. So, if you can come out and help that would be great! Tom Crawford is in charge of the outside decorating and they work every Wednesday morning starting at 9:00. Dexter Day is in charge of the interior decorating and they also work every Wednesday. I hope to see you there!

**Tim Flippo**  
President

## 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**



## 2024 TRAIN OF LIGHTS SCHEDULE

**4:30 trains depart from Niles/Fremont Station and get back around 6:00 pm**

**7:30 trains depart from Sunol Depot and get back around 9:00 pm**

November 16: Commissary Training Day

November 18: Test Train 6:00 pm, Niles/Fremont Station

November 22: **4:30 pm Public Train, 7:30 pm Public Train**

November 23: **4:30 pm Public Train, 7:30 pm Volunteer Train**

November 24: **4:30 pm Volunteer Train, 7:30 pm Public Train**

November 25, 30: **4:30 pm Public Train, 7:30 pm Public Train**

December 1, 4, 6, 7, 8: **4:30 pm Public Train, 7:30 pm Public Train**

December 10: **4:30 pm Public Train, 7:30 pm Church Charter Train**

December 11, 13, 14, 15: **4:30 pm Public Train, 7:30 pm Public Train**

December 16: **4:30 pm Public Train, 7:30 pm Emma Smith School Charter Train**

December 18: **4:30 pm Public Train, 7:30 pm Public Train**

December 19: **4:30 pm Public Train, 7:30 pm Girl Scout Charter Train**

December 20, 21, 22, 27, 28, 29, 30: **4:30 pm Public Train, 7:30 pm Public Train**

# NILES CANYON RAILWAY

## Brush Cutting

**Mark Whitman**

On Tuesday July 23, Brad Jones and Mark Whitman headed to the vicinity of Estates Bridge to generate brush for the chipping crew for the following day.

On Wednesday July 24, the crew returned to the same area where Brad and Mark generated brush to chip on Tuesday. While they were chipping the brush, Brad and I continued working our way east trimming any trees that were getting close to the tracks or impeding line of site to road crossings. At the east end of the curve east of the Brightside gate a large oak limb had fallen. The crew cut up and chipped the limb and continued working the way east just shy of Farmers Crossing.

The crew today was Brad Jones, Sarah Fritz, Steve Knoech, Wes Van Osdol, Matt Petach, James Moon, and Mark Whitman.

On Saturday July 27, we picked up where we left off on Wednesday trimming trees on both sides of Farmers Crossing. We then proceeded up to Sunol and worked to better the line of sight between the semaphores and the west switch stand so that engine crews could better see the switch stand target. The crew today was Adam Weidenbach, Brad Jones, Steve Knoech, Sarah Fritz, John Zielinski, and Mark Whitman.

**Mark Whitman**

## Beer on the Rails trains

The August 4th beer-tasting train ran more smoothly than ever before.

The day before, Bob Bradley, Steve Brown, & Jacques Verdier installed tables & chairs for 3 beer stations etc, fixed the nearly-impossible-to-open side door latches on the open-air cars, and modified & installed a longer condiments tabletop with raised edges. Meanwhile, Dan Mills filled coolers with ice at Sunol Depot (very important – otherwise wouldn't have had enough on Aug 4th) and bought fresh hotdog buns.

Aug 4th (train day) Commissary volunteers were Laura Bajuk, Ed Best, Linda Best, Pat Buder, Doug Debs, Robert Giles, Patrice McDonald, Charlene Murrell, Sally Mills, Joe Romani, Colin Snow, Jacques Verdier, & Marian Wetzel.

Lunch was served more efficiently and quickly than ever before, thanks to

a great team in the ADL kitchen whose better ideas eliminated long lines for lunch, "can-do" efforts by everyone to load, distribute, and set up coolers, ice where needed, and the other vital tasks that must be done on the day of the event. Also the improved longer condiments table in the ADL expedited passenger flow and worked perfectly. After we returned to Sunol, offloading went faster and easier than ever before - many hands made it a breeze this time!

Devil's Canyon, Freewheel, & Fieldwork breweries on the Aug 4th train all had a great time, and are looking forward to working with NCRY on future events.

Many thanks to commissary, train, marketing, and depot/ticketing volunteers for making this such a successful event!

**Doug Debs**

## Membership

**Rich Alexander**

### New Members:

Prachi Ahuja; Arpan Baruah; Ron Baruah; Harmeet Bedi; Jon Cacciotti; Logan Cacciotti; Logan Cacciotti; Megan Cacciotti; Richard Calhoun; Jessica Carlson; Stephen Fares; Joseph Faria-Poynter; Gabriel Gadzikowske; Asutosh Gupta; Matthew James; Avleen Kaur; Harjas Kaur; Linda Kincaid; Zephir Lennox; Mary LoPresti; Grace Mathew; Rinchu Mathew; Timothy Mathew; Pranamee Sarma; David Smith; Andre Thom; Dominique Thom; David Tomaschik; Fiona Wang; Colin Woodward.

The Volunteer Opportunities for the Train of Lights are active and online ready for sign-ups. Please sign up early. Knowing that all the slots are filled relieves a lot of anxiety about trying to fill the slots.

I am going to be holding training lessons on the TOL electrical system in the near future, if you are interested in learning, please contact me to arrange a time. I can do the training either as a group or one on one if it is easier.

**Rich Alexander**

Membership Secretary



### E-COUPLING INFORMATION

Website: <http://www.ncry.org>

Email: To Join Members Email List, send an Email to: [info@ncry.org](mailto:info@ncry.org)

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>





## Along the Right of Way

Stephen Barkkarie - General Manager

This time of year, the little kiddies go back to school, we are in full swing with summer operations and in the yard, it is time to wrap up restoration projects so we can get started (you guessed it) decorating the Train of Lights. I think I was able to go a whole four months this year without mentioning the TOL. But alas, here we are. Maybe first I should recount some of the activities from last month.

First off, we added a whole bunch of "summer trains" which are just like school trains open to schools and other recreational organizations for an educational outing. They are very popular, and we got many requests to add more dates. We ran a full schedule of regular second and third weekend trains in addition to the ever-popular beer train and our annual "Hot August Nights" evening train. Both trains were sell-outs and everybody, crew and riders alike, enjoyed our beautiful canyon with a cold beer in their hands or a cool breeze on their faces. (Okay, no cold beer for the crew until after the train was put to bed but they did enjoy the evening air.)

One Sunday morning the train crew discovered an aged oak tree that succumbed to the hot weather and split in half, landing with branches extending onto the track. Even though they attempted to stop before reaching the tree with good train handling the SP 1423 and the "Bones" car took scrapes down the side. Now the Bones paint job is only a year old, so this was a real hair-pulling occasion, but luckily our expert painter, Chris Hauf, was able to rub out the scratches and save the finish. Also fortunately, in Brightside we have been using power buffers to shine up dull paint on passenger cars, and new president Tim Flippo and multi-faceted volunteer Mason Denton were able to use them to get the scuffs out of the locomotive paint. They had recently buffed out the All-Day-Lunch car for the



Stephen Barkkarie photograph

CP 7080 steam wrecker being loaded at CSRM.

beer run and she turned out looking like a million bucks. In fact, the fever is catching because Mason started right in on the SP 1949 coach paint, so she is also going to shine when we get it strung with lights. (Sarah Fritz and Gabe Gleeson finished it off with Tim.) I knew that kind of fun would be infectious.

In other car updates, the new windows and sills for the Combine have been delivered, the student welders are making great headway on the WP315 windows, and we have the Dome car scheduled to go into the car shop for



Stephen Barkkarie photograph

M601 at home in Brightside.



# NILES CANYON RAILWAY

## Along the Right of Way

**Stephen Barkkarie - General Manager**

Lou Bradas to reseat the windows and do upholstery repairs.

Thanks to volunteer of the year Bob Pratt and constant volunteer Brad Jones, one of our lost lambs has made it back to the fold. The M601 rail bus was transported to its new digs at Brightside. It looks much better in its light airy new repair facility than sitting in a dark dusty old barn. Lots of people are excited to get this restoration under way, myself included.

Another huge milestone twenty years in the making has been accomplished with the Central Pacific steam wrecker #7080 being moved to Niles canyon. The multi-month preparation project led by Doug Vanderlee and a team of enthusiastic fans culminated in the behemoth being disassembled and transported by the competent folks at Sheedy crane service. Our board approved the funding for this move just a month ago spurred on by long standing advocate Steve Slabach and it proves to the whole preservation community that the PLA can do what we say we can do. With this move we preserve one of the last remaining pieces of equipment from the Central Pacific, a company that was responsible for the completion of the original transcontinental railway and we make a fitting addition to our fleet that runs on that very historic route. Well done to all who had a hand in bringing it here where it belongs.

Once again August shows that there is never a dull moment on the Niles Canyon railway. I am honored to be given the challenging role of general manager at such an exciting organization and would encourage everyone to contribute to our efforts in any way they can, be it with time, treasure, or talent your investment will pay off in unexpected ways.

**Stephen Barkkarie,**  
General Manager



*Stephen Barkkarie photograph*

**SP 1949 getting spruced up for TOL decorating.**



*Stephen Barkkarie photograph*

**New steps at Sunol Depot courtesy of Tim Bennett and Bob Bradley.**



# NILES CANYON RAILWAY

## 100-Ton Steam Crane Arrives at Niles Canyon Railway



*Douglas Vanderlee photograph*

**Idler Car loading at CSRM.**

### Continued from Page 1

Smith with Sheedy Crane came through for the Pacific Locomotive Association (PLA). The lift of the cab and boom together off and on the central shaft was tricky but accomplished. I would like to give thanks to Mark Whitman, Mason Benson, Sarah Fritz, Adam Weidenbach, Steve Knoeck, Brad Jones, Tim Flippo, Dave Burla, Steve Slabach, Chuck Kent, Justin Legg, Matt Petach and others whom I may have forgot for all their help. This was a group effort and that is what the PLA is all about. People sharing a common love for railroad history and preserving the equipment. I want to give special thanks for the encouragement and backing on the project to Jeff Schwab, Rich Alexander, Henry Baum and Steve Barkkarie (my second set of eyes). Al



*Douglas Vanderlee photograph*

**Central Pivoting Shaft.**



# NILES CANYON RAILWAY

## 100-Ton Steam Crane Arrives at Niles Canyon Railway



Group photo: Left to right, Stephen Barkkarie, Brad Jones, Tim Flippo, Doug Vanderlee, Mark Whitman, Sarah Fritz and Mason Benson.

DiPaolo and his team of volunteers are to be thanked immensely too. Even a shout out of gratitude to Teichert Construction for completing the covering of an open trench so the trucks hauling the pieces could make it out from the Back Shop Area of the CSRM. Also, much appreciation goes out to Kyle K. Wyatt for all the research work on the related history we now have to help us restore the crane.

**Doug Vanderlee**



*Justin Legg photograph*  
**SPMW 7080 and 7081 – 100-ton Steam Wrecker as it appears today.**



## Tales of the Past

Dexter D. Day - Operations Manager

### This Month's tale: TWO OLD HACKS

This month we will be looking at two old hacks. Yes, those two Atchison Topeka & Santa Fe cabooses that now sit at the end of the driveway or where else we can find to get them out of the way since we do not use them for our operating trains at this time. What makes these two cabooses so interesting? From all the cabooses that were being operated on the ATSF, our two cabooses have fairly low numbers. That would place them in the first couple of orders for these steel cabooses. Class CE-1 999000-999314 built between 1966 and 1968 in the Santa Fe's West Wichita shops which upgraded 315 all-steel cabooses for mainline pool service.

Previously cabooses had been assigned to individual crews and were changed at every crew change point. The two hacks that we own are numbered ATSF 999081, ex-ATSF 2165 and ATSF 999261, ex-ATSF 2115, which makes them fairly early when it comes to this class of caboose.

The ATSF 999081 is in the best original condition between the two which shows what the original configuration was like. An extra set of seats has been installed for excursion purposes. The Microphor toilet has been removed, but the heating stove remains intact along with the Conductor chair and desk. The trucks are Barber-Bettendorf swing bolster type with leaf springs and have 33" wheels with roller bearings. The B end truck is equipped with a 12 V DC alternator which charges the 12 V battery. (Note: battery is charged by external power on NCRY.) This provides power for the lights, radio



PLA photograph

999081 as it looks today at Brightside. The car still carries its original paint as received from ATSF.

and refrigerator when installed. The 12 Volt electrical system with alternator mounted on rear truck frame was installed in about 1977. The car still has the heating stove intact but we do not operate it. The caboose body is 33' 3" long but overall length is 42' 1". The overall height, top of rail to top of smokejack is 15' 6". Weight of body of car 44,340 lbs., weight of trucks 15,560 lbs. making total weight of car sitting at 59,900 lbs. In around 1968 and shortly after, cabooses of their class received the Gould-Barber-Bettendorf roller bearing trucks and a 12-volt electrical system (with alternator mounted on the rear truck frame) were installed. Also, the cars of the class were equipped with an electric refrigerator, interior lights, red lights on the bottom of the



Dexter Day photograph

Interior of ATSF 999081 as is operated today, 90 percent original.



### Dexter D. Day - Operations Manager

roof at each end.

The 999081 was operated until 1989 when the car was retired from active service. The PLA was in the right place at the right time and was able to take over ownership of the early and rare caboose in today's standard. The caboose has remained pretty much intact as it was received from ATSF. For 999081 stable mate 999261, it was received from Golden Gate Railroad Museum and has been reconstructed as a party design caboose since we did not have a complete caboose interior to put it back to the original configuration of the car. The car has an open interior look but keeping the caboose look. The car is very popular for birthday parties and family get togethers. The future upgrades for both of these cabooses are to have their toilet re-installed to make the ride in the car a little more enjoyable.

Although the ATSF 999261 has been repainted from its original railroad paint scheme, the paint scheme is correct, the caboose still lacks some of the finer detail lettering that these cabooses had applied to them.

It would be nice to keep the ATSF 999081 as it is with some exterior

cleaning to keep it original as we received it and as it last ran on the ATSF. But sometime in the future, this car will also have to go through a complete paint upgrade.

With that said, another tale comes to an end.

**Dexter Day**  
Operations Manager



*PLA photograph*

ATSF 999261 as received and now has been repainted and looks the same but does not carry all the markings as it did when received.



*Dexter Day photograph*

The interior of ATSF 999261 which still has some original seats and interior but has been upgraded for kids Birthday parties.



*Steven Vincent photograph*

This is the senior caboose of the 315 upgrades that were done. ATSF 999000.



# NILES CANYON RAILWAY

## Tales of the Past

Dexter D. Day - Operations Manager



Another rebuilt steel caboose ATSF 999371. This caboose is fully intact at Pacific Southwest Railway Museum.



SCSRA photograph

Another preserved caboose with a low number ATSF 999110 being maintained fully intact.



# NILES CANYON RAILWAY

## Volunteer Spots For TOL Now Live Online

The volunteer spots for our Train of Lights are now live online. If you forgot how to sign up to volunteer, here is how to do it. We hope you enjoyed it so much last year that you are eager to sign up and do it again this year. The signups are the same as last year, with there being 4:30 and 7:30 signups for caboose hosts, dome car hosts, parlor car hosts, and parking lot people. If you want to volunteer for both trains and eat dinner on the train while the deadhead (crew only trains) go to Sunol for the 7:30 train after letting off the public's 4:30 train in Fremont, you need to sign up for both the 4:30 and the 7:30 opportunities and arrive at Brightside, our train yard, by 2:30 and catch the train there before it leaves for Fremont. You would then stay on the train until the train gets back to Brightside at the end of the night. The commissary crews for snack bars have to work both trains, as well as the captains for commissary, dome, and parlor cars, and the other opportunities like docent, electrician, Santa and Mrs. C. Parking lot captains and crews are individually signed up for volunteering and if you want to work both you would sign up for both and then drive from one to the other.

The Commissary Department will be holding refresher training for those who have volunteered last year and training for new volunteers in November. Please watch for more information as we get closer to November.

Go to [ncry.org](http://ncry.org).

Click on [Members' Website](#) under [About](#). You do not need to log in except for the ticket window, cocoa captain, and commissary captain.

Click on [Volunteer Opportunities](#) under [Volunteer](#). You'll see the volunteer spots.

When you see somewhere you want to sign up, click on [Volunteer Yourself](#) by the [green hand](#).

Choose which date/dates you want to volunteer, and check the box on that date, and put in your name, email address, and phone number.

Scroll to the bottom and click [Next](#).

Check the dates you signed up for, and click [Finish](#). If you don't click Finish, your sign up won't be saved.

\*\*\*\*\*

And here are the dates we are operating:

**4:30 trains depart from Niles/Fremont Station, 7:30 trains depart from Sunol Depot**

**November 16:** Commissary Training Day

**November 18:** Test Train 6:00pm, Niles/Fremont Station

**November 22:** 4:30 public, 7:30 public

**November 23:** 4:30 public, 7:30 volunteer train

**November 24:** 4:30 volunteer train, 7:30 public

**November 25, 30:** 4:30 public, 7:30 public

**December 1, 4, 6, 7, 8:** 4:30 public, 7:30 public

**December 10:** 4:30 public, 7:30 church charter

**December 11, 13, 14, 15:** 4:30 public, 7:30 public

**December 16:** 4:30 public, 7:30 school charter

**December 18:** 4:30 public, 7:30 public

**December 19:** 4:30 public, 7:30 Girl Scout charter

**December 20, 21, 22, 27, 28, 29, 30:** 4:30 public, 7:30 public

Thank you for your volunteer heart,

donna

## TOL Decorating

This year the outside and inside decorators for our holiday Train of Lights will both be working on Wednesdays to decorate our cars. So if you want to come out and help, you can help the inside or outside crews. Inside decorating won't start until the first Wednesday in September since we have some cars already decorated from last year that we don't use for our regular weekend rides. And since the decorations are enclosed they don't get sun damaged throughout the year. The outside decorating already began in August.

If you have a free Wednesday, please come to Brightside around 9:00-9:30am and help decorate the train cars. If you don't have a gate key you will have to piggyback on someone coming in or ask Bob Pratt ([prattrobertd@sbcglobal.net](mailto:prattrobertd@sbcglobal.net)) for a gate key if you are a member and plan on doing volunteering at Brightside on a regular schedule. You can either bring your lunch to eat with the inside decorators or go to Jim's Restaurant in Pleasanton with the outside decorators. Whatever amount of time you can give to help is greatly appreciated.

Thank you!!

donna

If you are above age 70½ and your IRA, 401(k), or other retirement plan requires that you make taxable "required minimum distributions" (RMD's), you can contribute directly to the PLA from your plan using a Qualified Charitable Distribution (QCD). Your QCD will reduce the taxable amount of RMD on your tax return by the amount of your contribution. Contact your Plan Administrator to initiate a contribution to PLA by QCD. They can be one-off or periodic. If details of the PLA as recipient are needed, contact Treasurer Pat Stratton at [treasurer@ncry.org](mailto:treasurer@ncry.org).



# NILES CANYON RAILWAY

## Track work on the Niles Canyon Railway

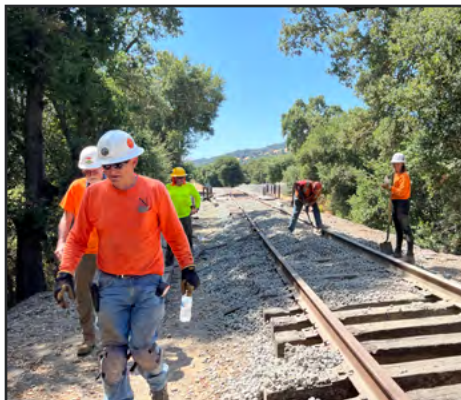
Our resident Chief Engineer Mike Strider, with the help of Steve Hill, as well as the assistance of the Wednesday MOW crew, have provided the PLA and Niles Canyon Railway with track that will not need extensive maintenance for many years because of Strider's careful engineering and robust grading, good drainage, deep ballast, good ties and heavy rail to provide long lasting track that is the envy of any recreational or museum type. Our GM Steve Barkkarie has done a superb job grading and preparation.

**Mike Pechner**



*Mike Pechner photograph*

Looking east towards the Castlewood Bridge showing end of track. First Saturday, the crew will place panels getting the main line closer to going under 680 freeway.



*Mike Pechner photograph*

Chief Engineer Mike Strider inspects track as First Saturday track crews spread ballast over track laid last month.



*Mike Pechner photograph*

Finished track at MP 39, just west of Happy Valley Bridge. Niles Canyon Railway probably has the best railroad structure of a recreational railroad in the State, thanks to our Engineer, Mike Strider.



*Mike Pechner photograph*

Mike Strider, third from left, gives instructions with the crew on which ties need replacing. Work train pulls forward to clear the work area.



*Mike Pechner photograph*

First Saturday Gandy Dancers have replaced worn tie with a new one. Gauge Bar is set and crew members ready to spike it home.



# NILES CANYON RAILWAY

## Treasurer's Report

**Pat Stratton - Treasurer**

When you read this, August will be done. The weather has been good, the economy seems OK, and the Niles Canyon Railway is operating with reasonably full trains. Brightside is often a busy place with members performing the maintenance, repair and restoration tasks that support those train operations.

September begins with a noticeable change in priorities: No. 1 is the Train of Lights. Our Test Train is scheduled for November 18 and our first revenue train four days later. From today forward until the test train our goal will be preparing ourselves and the train for 6 weeks of almost daily entertainment of our public TOL customers.

September operations will include our normal two weekends of trains, pulled by diesels on Saturdays and with steam on Sundays. We will carry a private wedding charter early in the month; and at the end of the month we host the CA Short Line Association, an organization of people that not only like

riding trains but they enjoy operating them too.

On August 9 the Board approved the budget for this 2024-25 fiscal year. A budget is simply a plan to aid a business (that is what the PLA is) in planning ahead and managing its financial affairs. It allows flexibility for smaller items such as supplies; but requires individual attention, and often greater research and discussion for larger items such as the purchase of a newer backhoe, or an addition to our collection of cars or locomotives. These may even require a separate vote by the Board.

After adoption by a Board vote it becomes our financial plan for the remainder of the fiscal year. The budget can also be amended by Board vote. Our budget document is an internal management tool, not intended for public inspection like our audited financial statements. On a monthly basis we will compare our income and expense reports to the approved

budget, endeavoring to stay on our plan.

Major expenses coming soon: Our historic steam crane is on property in Niles now. We will need to pay for its transportation, a little over \$100,000. And our annual lease payment to Alameda County is due at the end of August; it is based on income from ticket sales and will be a little over \$38,000.

The PLA has received a donation of \$250 in memory of PLA member Dick Charpentier. I worked many years with Dick, an active and experienced Wednesday MOW hand who was happy to teach a new guy the ropes; and around Halloween all the kids at Sunol Glen School saw him as "Captain Capacitor" (what a great costume he had!).

The PLA also received a donation of \$250 in memory of Paul Veltman. Paul was the PLA Treasurer for five years before I came along. (His shoes were hard to fill; and now that I have, I can't seem to get out of them.) I understand that Paul also maintained our mobile radios and our corporate radio licensing for many years.

And just today the PLA received a donation of \$1,000 (specifically to the Endowment Fund account) in memory of Gail Hedberg. During my time, Gail was active with our gift shop, was a great asset with grant applications and other marketing projects and served on the Board of Directors. Her husband Kent is currently our Road Foreman of Engines.

On the administrative side, with the budget in place I'll have time to address requirements for our financial audit of the past fiscal year.

If you have questions or comments, let me know.

**Pat Stratton**

Treasurer

treasurer@ncry.org

650-888-8619

## Commissary Report

**Doug Debs**

### Upcoming event:

The "Beer on the Rails" train on Sunday, Sept 1st will feature Alpha Acid (Belmont), Main Street (Pleasanton), and Olfactory (Berkeley) brewing companies.

### Snackbar car on Sat-Sun Trains

Sales have been brisk. This is an important service for our passengers. Many thanks to everyone who has made this happen!

### Commissary TOL Training

Saturday morning Nov 16th at Brightside. For new and experienced volunteers. Quick briefing, hands-on demos, Q&A, etc. for everyone interested in volunteering in the parlor car, vistadome car, snackbar car, and/or All Day Lunch car. A hot lunch with homemade dessert will be provided for everyone.

**Doug Debs**

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Time Sensitive Material



Distant NCRy Marketing. Former Chicago Belt Line caboose once owned by PLA member, Randy Johnston that ran on NCRy. Caboose now owned by local rancher and is located right next to the main road to Techachapi Loop in Kern County.