



THE CLUB CAR



Bulletin 741

Pacific Locomotive Association, Inc.

May 2025

Lifting Track out East



Mike Pechner photograph

SP 1195 and El Paso & Southwestern 139 train leaving for Brightside at Happy Valley Road bridge. April 5, 2025.

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The First Saturday crew had a productive day Saturday, April 5th, with a good showing of volunteers and good weather. This was also the annual lunch and train ride from the east end to Brightside yard and back. The SP 1195 and El Paso & Southwestern business car 139 made the trip and picked the track workers up at the Happy Valley Road Bridge at 11:30 am for the ride to Brightside. There was plenty of food for all as Doug Debs and crew always

provide a hearty lunch for the crew.

The morning started off without any problems and the track immediately east of the Happy Valley Road bridge was being surfaced (lifted). The day before, the "A" Team including Matt Petach, Steve Knoeck, Rick Cory and Mike Strider set top-of-rail stakes for Saturday's surfacing project. To our delight some of the existing elevations of our track were very close to the

Build East continued on Page 8

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

NILES CANYON RAILWAY

MEETINGS

General Members Meeting

**FRIDAY
MAY 9
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
following 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 captions on one page)

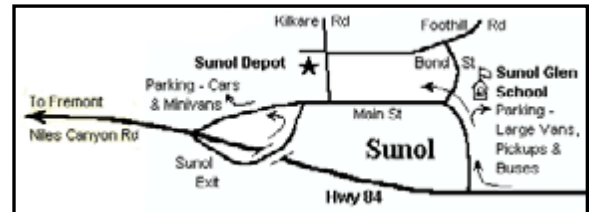
Send email to:
clubcar@ncry.org

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

BOARDING LOCATIONS

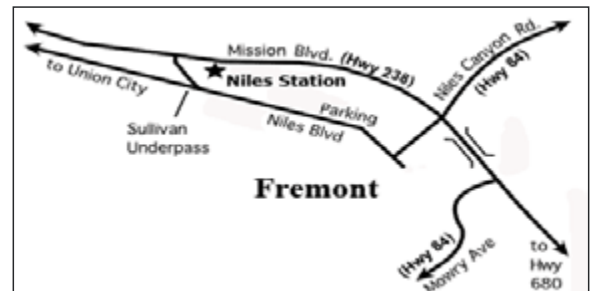
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

President.....	Tim Flippo.....	(650) 575-3341
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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	Museum Curator.....	Dennis Mann
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Charter Agent / Docents.....	Jim Evans	Public Relations.....	Henry Baum
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Marketing Manager.....	Chris Hauf	Train Master.....	Mark Miller
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

MAY SCHEDULE

May 3	Saturday	Track Building East	Brightside	8:00 am	-	Mike Strider
May 3	Saturday	M-200 Scout Merit Badge	Sunol	2:00 pm	-	The Alexanders
May 9	Friday	Education Train	Niles	10:00 am, 12:30 pm	-	The Alexanders
May 9	Friday	General Meeting	Veterans Hall	5:30 pm	-	Tim Flippo
May 10	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
May 11	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
May 17	Saturday	Regular Train Operations	Niles	10:30 am & 1:00 pm		
May 17	Saturday	M-200 Charter	Sunol	6:00 pm	-	Jim Evans
May 18	Sunday	Regular Train Operations	Niles	10:30 am & 1:00 pm		
May 23	Friday	Education Train	Sunol	10:00 am	-	The Alexanders

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,557.5 volunteer hours for the month of March. 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
Kent Hedberg
Mark Miller
Mary Asturias
Matt Petach
Pat Stratton
Rich Alexander
Stephen Barkkarie
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Curt Hoppins

ELECTRICAL & SIGNALS

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Doug Vanderlee
John Zielinski
Linda Stanley
Matt Petach
Stephen Knoeck
Steve Jones
Steve Meyer
Wesley Van Osdol

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Charlene Murrell
Patrice McDonald

MECHANICAL

Charles Franz
Chris Hauf
Chuck Kent

MECHANICAL

Gabriel Gleeson
Gerald DeWitt
Henry Chandler
Howard Wise
Karl Swartz
Matthew James
Sarah Fritz
Steve Brown
Wesley Van Osdol
Whitney Haist

MOW & TRACK

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Bob Bailey
Bob Pratt
Brad Jones
Chris Campi
Gregory Gleeson
James Moon
John Zielinski
Mark Whitman
Matt Petach
Matthew James
Mike Strider
Pat Stratton
Ron Thomas
Sarah Fritz
Stephen Knoeck
Steve Brown

MOW & TRACK

Wesley Van Osdol

OTHER

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Bob Pratt
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Chuck Kent
Curt Hoppins
Dee Murphy
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Jordan Hamilton
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Stephen Knoeck
Steve Brown
Steve Jones
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Chris Chism
Colin Snow
Curt Hoppins
Dylan Olson
Gabriel Gadzikowski
Gabriel Gleeson
Garon Michealis
Jackie Vlasak
James Moon
James Stewart
Jason Pate
Jeff Schwab
Jon Williamson
Jorg Linke
Kent Hedberg
Liam O'Leary
Logan Rubasky
Mark Miller
Mason Denton
Michael Stockwell
Ronald Quilici
Stephen Barkkarie
Steve Knoeck
Tim Flippo

NILES CANYON RAILWAY

President's Report

Tim Flippo - President

Another month has passed. Work on projects around Brightside have started for the summer.

We have quite a few that we would like to get done before we have to start working on the next Train of Lights. If you have some spare time and want to help, please come out on either Wednesdays or Saturdays at Brightside and volunteer. The 139 Business car came out of hibernation for a run to the East end and back to Brightside. I hope to work on sealing the roof. I had forgotten how nicely that car rides. We have the 918's brake stand apart waiting for gaskets.

When they come in, we hope they

will take care of the air leak problem. We should have had our first steam run of the year by the time you read this. It will be nice to have steam back. Still working on having the M200 run from Sunol to the East end of track on regular operating days in June, July and August. Hope to have an update next month. Do not forget, the nominating committee is looking for volunteers for the open seats on the Board. It is a great way to help guide the PLA. The July 4th picnic and train ride is coming up. July 4th is on a Friday, so mark your calendar. It will be a run out to the East end and back. Speaking of the 4th of July, please think about who you would

like to see get the volunteer of the year award and send in your submission to the Membership Secretary Rich Alexander. The Board will be looking at the Whistle award for the year.

Tim Flippo
President

Brush Cutting

Mark Whitman

A large crew showed up for Wednesday, March 19 brush cutting. Participating today, Brad Jones, James Moon, Greg Gleeson, Steve Knoech, Chris Hamilton, Adam Weidenbach, Chris Campi and Mark Whitman.

After conducting our safety meeting and loading up all the tools we went to start up all the equipment and found that we could not start Mongo. After attempting to jump-start it, and testing the battery, we determined that the starter motor had failed. The crew split up into various tasks around Brightside, Steve Knoech and James Moon removed the starter. Steve Knoech took it to be rebuilt. Other workers went to help work on the 601 shed. Adam Weidenbach went to assist Doug Vanderlee and Steve Barkkarie in removing the main hoist cylinder from the big forklift.

Prior to the Saturday, March 22 brush cutting, Steve Knoech had picked up the rebuild starter motor and reinstalled it in Mongo.

On Saturday, March 22 brush cutting we decided to continue brush cutting east of Bond Street. We picked up where we left off last month and worked our way east from the west end of the storage track all the way to the shoefly. Assisting today, Ron Thomas, Brad Jones, John Zelinski, Steve Knoech, Sanjay Bhandari and myself.

Mark Whitman

Membership

Rich Alexander

New Members:

Lyn Bennett Campbell; Aryav Biradarpatil; Ronin Carniato-Hirsch;

Edward Chun; Mason Clark; Todd Clark; Janet Culler; Ivan Gerasimov; Megan Lehrkamp; Eric Levin; Himanish Maraka; Mahendra Maraka; Yokshith Maraka; Ashwini Patil; Knupa Shivaramareddy.

If you see any of the people around the property, give them a warm welcome and show them around.

The end of the year is coming up fast. Remember to get your selection in to me for Volunteer of the Year. Just drop me an email at:

membership@ncry.org

with your nomination.

We will be having nominations for the Board of Directors position at the May general membership meeting. You can either nominate someone there or accept a nomination for yourself or when the nominations committee calls you can accept nominations that way. Request will be going out to all Voting Members.

Rich Alexander
Membership Secretary

Pacific Locomotive Association

Yearly Membership Dues:
Primary \$48

Second adult \$24,
Child (under 18) \$12

Payments can be made on-line through
ncry.org

or by check mailed to:

Membership Secretary
Pacific Locomotive Association
P.O. Box 515
Sunol, Ca 94586-0515

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton - Treasurer

The Income Statement for March contained revenue of \$20,077 from Diesel weekend runs and \$2,690 from our mid-week School Trains. We also completed a M200 Railbus charter for \$540. The Gift Shop took in \$3,127 and Commissary \$1,214. Revenue from Donations was \$1,884. Total income for the month was \$31,575. Our net income (revenue less expenditures) for the fiscal year (we are 9 months into it, or 75%) is positive at \$593,000. Going forward our regular revenue operations are in full swing, including special trains and charters. And the always popular steam locomotives will be pulling their weight into the summer!

Budgeted Revenue looks very good. We have covered 93% of our operating revenue estimate with 3 months left in the fiscal year to cover the rest; with our fuel storage issues temporarily resolved, steam operations are restarting making that should be easy to do. Adding up all sources of income to include memberships, gift shop sales, commissary income, donations, and interest, we have covered 97% of our budget, just 3% to go.

Looking at Budgeted Expenditures, we are 75% of the way through our fiscal year and the cost of train operations is... 75% of our budget. Wow, are we good! A few of our indirect expenses are a bit over - toilets, trash and utilities - but we can do only so much to keep them in check. Mechanical Department expenditures are at 42% of budget; Facilities expenditures are at 55%; and Administrative expenditures are at 73%. Overall, 75% of the way through the year we have only spent 58% of our

budgeted funds.

I would like to remind all volunteers who pick up or take delivery of equipment, supplies, materials or services purchased by the PLA for use in any of our operations to be sure and provide the Treasurer with a receiving document. This is necessary to pay the vendor, or you if it is a reimbursable purchase. Provide what, how many, and the date received, the project or purpose, and your name. You can write it on the delivery ticket or packing slip or receipt, then place it in the Treasurer mailbox at Blake's; or send an email with this information (a pdf file will work fine) to treasurer@ncry.org. (This is one of the financial records our auditor looks for.) Don't save this information up - get it to me right away, so you don't forget, or lose it (it's not helpful if it's in your glovebox). I need to know

this so I can pay the resulting invoice or bill. Thanks in advance.

My review of the financial audit results for our last fiscal year was completed. The auditor has released the final Audit Report and Opinion, and the federal and state non-profit information returns to be filed. I will send them to our Board members for their review this week.

Contact me or any other Board member right away if you would like to run for Treasurer in the coming election. I can help make that happen. Our books and records are pretty well organized, I'm sure the next Treasurer will just slide right into it.

Pat Stratton

Treasurer

treasurer@ncry.org

650-888-8619

Yearly Recertification for Railroad Workers



Mark Miller photograph

Our Operating Department's yearly recertification classes for all of our railroad operating volunteers. Given the ever increasing number of volunteers in our Operating Department, we had to move the classes to the Niles Veterans' Memorial Building from our small meeting room in Brightside yard. Instructors included Dexter Day, Mark Miller, Kent Hedberg, Jorge Linke, Doug Debs and Steve Barkkarie.



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 - General Manager

Here we are in the heart of Spring. The canyon is once again reborn with nature's bouquet, fresh green growth blankets the hills, and the sound of a steam whistle echoes off the walls of our beloved right of way. This month has always been my personal favorite of mine, not just because it is my birth month and I have reached the "golden years" of life, but because the very name speaks of hope and possibility for the future. So it is at the PLA. We are making major progress on several capital improvement projects that have been a long time coming, important equipment has gotten difficult repairs done, neglected equipment has been brought out for long-needed attention, and at the same time we are fulfilling our commitments to the community at large.

For starters, our resident electrician/membership secretary searched for a contractor to underground the electrical supply at the Sunol station. Since the beginning the power for the stations, platform lights and parking lot lights have come across Kilcare road on old telegraph wires which barely supplied enough juice for all the needs. D & C electric of Fremont responded to the request and on the job walk suggested that we consider boring the lines under Kilcare as the least disruptive way to do the work. With that, they called in Apex Directional Boring, a company they had successfully used in the past to look over the project. Even with the nest of utilities that pass under the road they had confidence they could pull it off. Turns out they were right on the money (which sounded like a lot at first, but when you consider how fast the conduits were installed with no interruption of traffic or parking in the lot for Casa Bella or us, it is well worth it). Now the power to the station and platform are up to par and the unsightly sagging old wires no longer pose a liability of falling on cars or passengers.



Christopher Hauf photograph

If you did not make it out to Niles Canyon in the April this year, you have missed out on an incredible wildflower season in the canyon. Here Robert Dollar Co. #3 runs just east of Brightside yard along a hillside filled with wildflowers on Sunday, April 13. Quite the show!

Clearing another major hurdle is underway as we have plans approved by the county for a modern fuel storage system for our equipment, and bids have been received to construct it. This is a major outlay of capital and requires a good deal of work on our part to prepare the site (i.e. moving the old fuel shed, grading the site and approach roads and supplying sufficient power to the East end of the yard) at an additional cost. All of this will require time as well. Hats off to the Steam Department for coming up with a plan to be able to run steam engines in the interim. It was determined that fuel could be put directly into tenders to stay in compliance with county's rules, and the increased cost of short deliveries are worth it to not waste the time our engines have been annualled. (This is a labor-intensive inspection required every year for steam engines, therefore it is a terrible thing to waste.)

Trains in both April and May have sold out and people come out in droves to watch steam, and it is one of the things that set us apart from other railroad museums.

Our track team specialists have been expanding the finished rail to Castlewood Golf course to the East, and to the West, the parts to construct storage/display tracks at Niles station are gathered and posed for the build. Initial step would be to build an at-grade track from the platform to the East Wye crossing so as to preserve parking and access for TOL boarding, and then to branch out to three leads. We will use the left-over track panels from the station platform build, combined with the donated crossing panels, to snap together a professional looking product with little expense. After that the leads will have to be stick built as time and budget allows. This first step will give us flexibility to shuffle equipment from

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie - General Manager

Brightside, the Spot or East Sunol to service the track or maybe build a cover for our collection. At the very least it will provide needed track footage to relieve congestion.

For those who may be wondering, bringing water and other utilities onto the property in Niles is constantly being prepared for, and is the key to developing the site. Several factors must be balanced, and no information is ready for public consumption. Rest assured we are on top of it. Also, this is the year we are to receive the rest of the Lenzen roundhouse materials for storage until we are ready to move into that phase. Grand plans require patience and diligence.

At Brightside, support equipment constantly needs attention. For instance, after the April East Build, the crew found themselves stranded by an air leak on the service tug "Mongo". They were able to limp the train back to the yard after a field lesson in air brake operation, but the machine would have to be repaired for the next regular MOW session. Diagnostics traced the leak to a faulty valve. With a little coaching, Chris Campi, Steve K. and James Moon (MOW regulars) took to the job of the very difficult removal, cleaning, reassembly and reinstallation of the component. Though not professional mechanics, they did the job successfully at no cost. That is what the PLA is all about, learning how things work and fixing problems for yourself. There is great satisfaction in that and it is a benefit that you have to experience, namely confidence.

Another vital vehicle is our Hyster 30 forklift. We bought it used, and it needed work but it has the capacity to lift whole truck assemblies or a shipping container empty or full. Its age began to show when its hydraulic cylinders began leaking last year and it had to be sidelined until we could fix it. Well necessity is a great motivator,



Christopher Hauf photograph

With a student conducting day complete on April 19th, Mark Miller pulled the crew together after everything was put away to give Mason Denton his card and promotion to Conductor – Niles Canyon Railway. Conductor card secured, the extended train crew poses for a group photo with Mason kneeling in front. Congrats Mason!

and we need that machine to develop the fuel depot site, so Doug Vanderlee and Adam Weidenbach began the arduous job of pulling the massive 10-inch diameter 9-foot-long main cylinder out of the machine. With a little help from yours truly, that cylinder and the two others for the tilt function went to the shop for a reseal job. We replaced all the old hoses while they were out so now, we have a dependable machine for years to come for a fraction of the cost of hiring the job out.

The Wednesday Warriors have come to the end of their repairs on the Combine window project and for their next job we have pulled out the El Paso & Southwestern 139 for some overdue upkeep. She has suffered from some roof leaks that have gone unattended and some dry rot on a few windows. For the repairs I have located a section of the MOW lead we can use as RIP (repair in place) track that will allow scaffolding to be erected for roof repairs without interfering with yard movements. We used the car for the annual East Build lunch run, to bring

crews into the yard and deliver them back to work, in hopes of generating interest in the repairs. It worked great, as our president has even taken up wire brushing of loose debris from the roof before the patching begins. I plan to guide the welding repairs and am researching a new polymer product to seal the roof that has proven itself at the Illinois RR Museum. Many members have fond memories of this car and commented about wanting to help. This is very hopeful, and I hope it creates a wave that will carry forward.

Operations have been excellent, Charters have been robust, we have provided a bunch of Friday afternoon education trains for local schools and the Annual Cancer Society "Ride the Rails for Relay" was another success. It looks like another banner year at Niles Canyon Railway. We can always use your donation of time or treasure so be sure to give generously of either. See you down the rails,

Stephen Barkkarie
General Manager

NILES CANYON RAILWAY

East Build

Mike Strider - Chief Engineer

Continued from Page 1

design grade, so not much lifting of track to reach the final grade. The tamper went through some hiccups during the day but with the diagnostic help of Chris Campi, Pat Stratton and Matt Petach, the tamper continued doing its job. We tamped track to just beyond the halfway point between the two bridges. For the next Saturday session we hope to tamp all the way to the Castlewood bridge.

On our way back to the yard while switching at Verona, our lead MOW mover "Mongo" had its front brakes lock up due to an air leak. Steve Barkkarie came to the rescue and mechanically disconnected the brakes and we traveled back to the yard using the engine's hydraulic driveline brakes for stopping.

Mike Strider



Rick Cory photograph

Morning safety meeting at Brightside before heading out east. April 5, 2025.



Rick Cory photograph

The "A" team setting top-of-rail stakes at Castlewood Bridge, April 5, 2025.



Rick Cory photograph

Raising and tamping track just east of Happy Valley Road bridge. April 5, 2025.

NILES CANYON RAILWAY

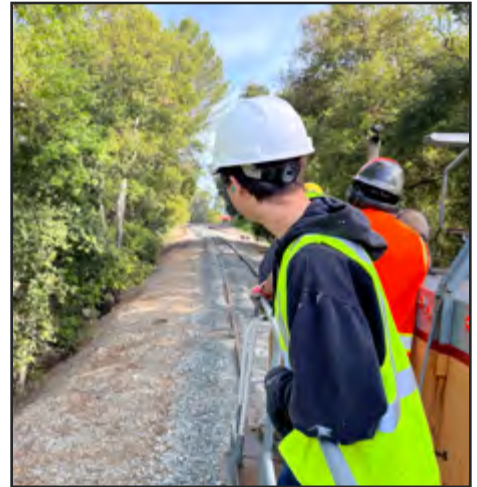
East Build

Mike Strider - Chief Engineer



Mike Pechner photograph

East build crew boarding SP 1195 and El Paso & Southwestern train at Happy Valley Road bridge. April 5, 2025.



Mike Pechner photograph

Riding to work site at Castlewood.



Mike Pechner photograph

Going to work in the lap of Luxury as the track crew relaxes before lunch.



Mike Pechner photograph

Task before tamper starts working is to raise track and level it. Mike Strider watches the tamper at work.

Tales of the Past

Dexter D. Day - Operations Manager

This Month's tale: **DON'T SHED A TEAR, I AM STILL HERE** **WP Caboose 649**

This month's Tale is about Caboose 649, which really was a real active caboose at one time when it was in active service on the Western Pacific. That's when it roamed the rails behind freight trains throughout the Western Pacific Railroad system.

This tale begins in 1942, when the Western Pacific railroad needed more cabooses due to the increase of train movements because of WW II in both Europe and the Pacific. Material to build a new caboose was tight and steel in the United States was going into supporting the war effort.

So, in the years between 1942-1945, the Western Pacific Railroad took excess single-sheathed outside brace 1916 boxcars from the 15000-16000 series which were built by the Pullman Company. These cars were declared surplus due to the arrival of the new steel boxcars throughout the WP system. The year is now 1943 and caboose number 649 was being rebuilt in the Sacramento Car Shops of the Western Pacific into a new 40' Bay Window caboose by adding a bay window and end platforms on both ends. WP 649 was the 6th car built for the order. There was a proto type built, WP 643 in 1942. That led to the production of the first 25 cars in 1943 of this series. After several years of service as a mainline caboose, the WP retired the caboose. In 1975, The Western Pacific Railroad donated the Caboose 649 to a KQED fund-raising auction and was purchased by a resident of Salinas, Ca. Now that the car was bought, it had to be moved off WP property within a certain period of time. While the caboose was sitting waiting to get moved off WP property, vandals broke into the caboose and



NCRY Archive photograph

Picture of Caboose WP 649 before its fire, waiting to be moved.

somehow set the caboose on fire. That caused serious damage to the caboose and prevented it from being moved on the rail. The owner of the caboose had no more use for the caboose and sold it to Sam and Laura Jenkinsen who had the caboose moved and then they rebuilt the caboose into an office for their contracting business. Several years ago, Sam was involved in a contracting job with the NCRY. After seeing Brightside and what we have and what we do, he wondered if we would be interested in a customized caboose which had been in a fire but is now rebuilt into an office. That sounded interesting, so, we got a team together to go down to take a look at it.

From the outside, it was a WP outside brace Bay Window caboose, which looks like any other WP wooden outside



Dexter Day photograph

Caboose WP 649 as it sits today at Brightside with its weather beaten wood.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager



Dexter Day photograph

Weather beaten damage around the end window where wood is worn away.

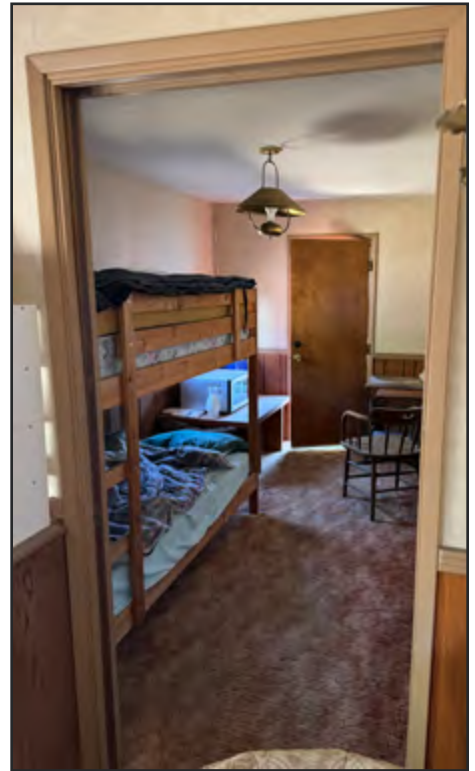
brace caboose of that time. He opened the door and there sits in front of us a fully equipped one-bedroom customized apartment on wheels, air conditioned. The more we looked, you could see the effort that went into this rebuild of a burned caboose. The caboose was better outfitted than some apartments that I have seen. We decided that we needed the caboose for nothing else but a place where members out of area could spend the night for weekend work on the NCRY. The bedroom has custom bunk beds. Along with being air conditioned, it had relaxing chairs, TV, ice box and generator. We got the caboose, but don't expect to see it as I explained it. That was the way it was then. Weather has taken its toll on this poor caboose. It has been through a lot and now it sits getting weather beaten at Brightside. Some of its windows have given up and have fallen out onto the ballast. But it has been protected by the equipment and structure sitting next to it on the next track over. The day will be coming when the car will get

Continued on next page



Dexter Day photograph

Shows metal siding applied to one side of car after fire. Window is missing.



Dexter Day photograph

Bedroom area looking toward the end of the car.



Dexter Day photograph

Bedroom looking toward living area and kitchen.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day - Operations Manager

Continued from previous page

some attention to protect it until it can get rebuilt which would make a great retreat for our weekend workers that live out of town. Like the header says, "don't shed a tear", but a helping hand wouldn't hurt. The metal siding for the other side that hasn't been converted is still laying in the Brightside yard. Not taken into account of the fire damage that took place, the surviving wood on the caboose is over 81 years old and that is a long time to be in the elements without proper protection provided. With that said, another tale comes to an end.

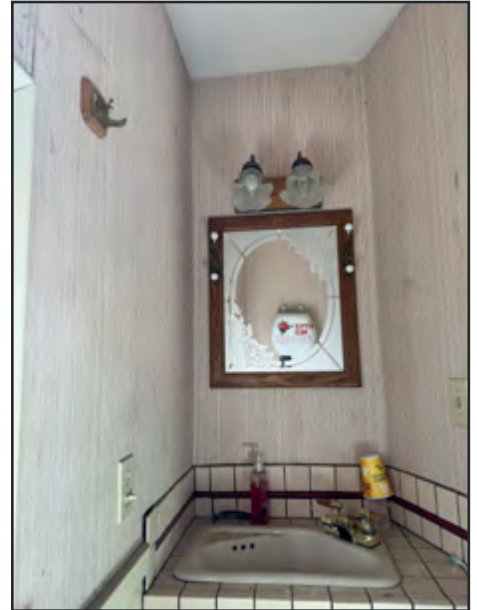
Dexter Day

Operations Manager



Dexter Day photograph

Living area looking back toward the bedroom area.



Dexter Day photograph

Toilet / sink area with custom mirror, sink and tile along with phachets.



Dexter Day photograph

Living area of caboose showing sink and cabinet area along with bay window.



Dexter Day photograph

Custom cabinets above the sink area.



Dexter Day photograph

To close out the tour of this rebuilt caboose on the inside is the little red caboose.

BEER ON THE RAILS

June 1, August 3 & September 7, 2025

NILES CANYON RAILWAY

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

6 Kilcare Road, Sunol, CA

\$69 per person

**\$37 Designated
Driver
Lunch & Ride only**

**Beer from three
local breweries**

**Non-alcoholic
beverages available
on board**

Two hour train ride

Live music on board!

**Lunch included
No outside food or beverages
allowed**

**21+ with ID
to pick up tickets &
to board
No Children / Pets**



Tickets only available online at ncry.org

Info: ncry.org 510.996.8420

NILES CANYON RAILWAY

70 Years of Fremont Washington Hospital Volunteers

Our Donna Alexander, wife of Rich Alexander for 59 years, volunteers on the Niles Canyon Railway as Sunol ticket agent and is there most every time we run. She has also been volunteering as station agent at the ticket windows for many years during our annual Train of Lights. Donna has also been a dedicated volunteer with the Washington Hospital Volunteer Service League for the past 13 years.

To celebrate 70 years of volunteers at Washington Hospital, Donna coordinated the operation of a special charter on the Niles Canyon Railway using her longtime membership in PLA to secure a 25% discount which all PLA members are entitled to.

Current and past Washington Hospital volunteers boarded our train in Niles, rode to Sunol, and there enjoyed a very nice lunch at Casa Bella event center across the street from our station. Afterwards, our train returned the group to Niles. It was a beautiful Spring day with fresh green vegetation along the ROW with wildflowers beginning to appear.

Jim Evans



Jim Evans photograph

Washington Hospital Volunteers waiting to board special train in Niles.



Jim Evans photograph

Donna Alexander with Washington Hospital Administrator.



Jim Evans photograph

Brakemen Steve Knoeck, and Mason Denton with spirited Washington Hospital Volunteer. Fireman Kent Hedberg in background.



Jim Evans photograph

Volunteers on the excursion train.



Jim Evans photograph

Conductor Brad Jones checking with hospital volunteer.

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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U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material



Mike Pechner photograph

Mike Strider checking the results of the tamper as the rest of the crew gets ready to put ballast into the cribs.