



THE CLUB CAR



Bulletin 744

Pacific Locomotive Association, Inc.

August 2025

Help us repaint Southern Pacific commute coach #2101



Chris Hauf photograph

Southern Pacific Railroad commute coach #2101 is seen headed west out of Sunol in its partially naked state as our team of volunteers undertakes the removal of the gray primer from the south side prior to adding back a fresh coat of SP 'Dark Olive' green along with all proper SP lettering.

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Over the past several years, our Niles Canyon Railway has done a great job getting four out of the five cars in our "standard" regular season train set repainted along with other volunteer led improvements to several of the cars. A contractor handled the repainting of two of the cars, and I led the repainting of NCRy #3380 'Park' and NCRy #1830 'K.C. Bones'. The remaining unpainted candidate is the fading gray ghost of Southern Pacific Railroad commute

coach #2101. Restored on the inside, it has been running in primer for over a decade plus. Since it fits so well into our operations, it is hard to swap it out for something else. So...We are trying something different.

A team led by myself along with current contributions from Tim Flippo and Mason Denton with promised help from others has started the process of piecemeal repainting the car to its

SP #2101 continued on Page 14

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

NILES CANYON RAILWAY

MEETINGS

BOARD MEETING

FRIDAY,
AUGUST 1
7:00 PM

GENERAL MEETING

FRIDAY
AUGUST 8
7:00 PM

BOARD MEETING

FRIDAY,
SEPTEMBER 5
7:00 PM

GENERAL MEETING

FRIDAY
SEPTEMBER 12
7:00 PM

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

CLUB CAR SUBMISSIONS

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

20th of THIS MONTH

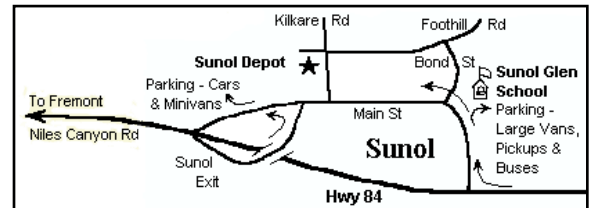
Submit articles in **WORD** format.
Submit photos in **jpg** format.

Email to:
clubcar@ncry.org

BOARDING LOCATIONS

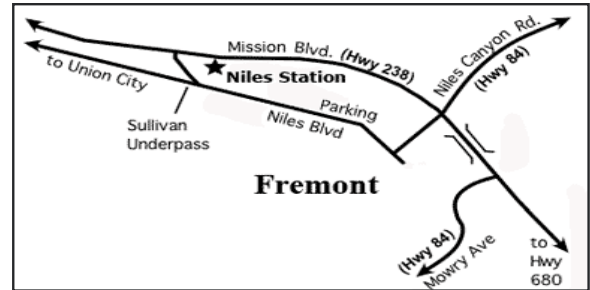
SUNOL DEPOT

6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

President.....	Tim Flippo.....	(650) 575-3341
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The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515 .

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

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

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

General Meetings are held on the 2nd Friday of each month except December at 7:00 p.m. in the Veterans Memorial Hall in Niles at 37154 2nd Street, (corner of 2nd St and E St). Members, Sponsors & Guests are welcome.

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The Pacific Locomotive Association is a member of the HeritageRail Alliance (HRA).

NILES CANYON RAILWAY

AUGUST SCHEDULE

August 1	Friday	Board Meeting	Veterans Hall	7:00 pm	-	Tim Flippo
August 2	Saturday	Track Building East	Brightside	8:00 am	-	Steve Knoeck
August 2	Saturday	Hot August Nights on Rails	Sunol	7:00 pm	-	The Alexanders
August 3	Sunday	Beer on the Rails Train	Sunol	1:00 pm	-	Doug Debs
August 8	Friday	General Meeting	Veterans Hall	7:00 pm	-	Tim Flippo
August 9	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
August 10	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
August 10	Sunday	M200 Railbus Charter	Sunol	6:00 pm	-	Jim Evans
August 16	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
August 17	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm		
August 23	Saturday	Brush Cutting	Brightside	8:00 am	-	Mark Whitman
August 28	Thursday	Wedding Charter	Sunol	5:00 pm	-	Jim Evans

☞☞☞ SCHEDULE OF EVENTS SUBJECT TO CHANGE ☞☞☞

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,604 volunteer hours for the month of June. 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.

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Bob Bradley
Bob Pratt
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Dexter Day
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James Stewart
Joe Scardino
Kent Hedberg
Linda Stanley
Mark Miller
Mary Asturias
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Rich Alexander
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Tim Flippo
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Stephen Knoeck
Steve Fox
Tim Flippo

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Bob Pratt
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Doug Vanderlee
John Zielinski
Linda Stanley
Mark Whitman
Stephen Knoeck
Steve Jones
Steve Meyer
Wesley Van Osdol

GIFT SHOP

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Patrice McDonald

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John Zielinski
Mark Whitman
Mike Pechner
Mike Strider
Pat Stratton
Ron Thomas
Stephen Knoeck
Steven Buscovich
Wesley Van Osdol

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Bob Pratt
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Patrice Warren
Stephen Knoeck
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Tim Flippo
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Chuck Kent
Curt Hoppins
Donald Kirker
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Ed Best

TRAIN CREW

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Gabriel Gleeson
Garon Michaelis
Gerald DeWitt
Jackie Vlasak
James Stewart
Jason Pate
Kent Hedberg
Logan Rubasky
Mark Miller
Mason Denton
Matthew James
Nick Alexander
Raymond Swift
Stephen Barkkarie
Stephen Knoeck
Ted Unruh
Tim Flippo
Warren Haack

BRAKEMAN TRAINING CLASS

HELD AT BRIGHTSIDE IN THE WHITE HOUSE

0900 AM

SATURDAY: SEPTEMBER 6 & SUNDAY: SEPTEMBER 7

CLASS ROOM STUDIES WITH LECTURE / WRITTEN TEST WILL BE GIVEN
LUNCH WILL BE PROVIDED AT NOON / HANDS ON TRAINING WILL BE GIVEN

MUST BE ABLE TO PERFORM THE DUTIES OF A BRAKEMAN
WHICH ARE REQUIRED

SIGN UP FOR CLASS at: traincrews@gmail.com

NILES CANYON RAILWAY

President's Report

Tim Flippo

The Fourth of July has come and gone. My Congratulations to Donna Alexander who received the Whistle award and Ron Thomas who received the Volunteer of the Year award. Two very deserving people for all they do for the organization. Doug Debs put on another great meal at the picnic! I need to thank him and all of his helpers. Also thanks to the train crews, we traveled from the east end all the way to the west end. I also would like to thank Howard Wise and his crew for all the work they have done on the Krauss Maffei. It was great to have it as a back drop at the picnic and have it run east for a couple of trips with the 1101 Caboose. We had a very good turnout and the weather was wonderful. If you did not make it out this year keep us in mind for next year. As usual things are progressing slowly around Brightside. There are all sorts of jobs for volunteers to do. I will let Steve in his report elaborate. We are

always looking for volunteers. Looks like operations this summer are going to be busy between Summer Trains, regular operations, and Charters. By the time you read this the planing for decorating the Train Of Lights should be finished and the decorating will be happening shortly.

The Board meeting time for August and forward is going to be 7:00 PM on the first Friday of the month.

The General meeting will be on the second Friday of the month as usual with the exception the starting time will now be 7:00 PM. Warren Haack has graciously volunteered to supply entertainment at the September and November General meetings.

Tim Flippo
President

WHISTLE AWARD



Ron Hook photograph
President Tim Flippo presenting Donna Alexander with the Whistle Award.

VOLUNTEER OF THE YEAR



Ron Hook photograph
President Tim Flippo presenting Ron Thomas with the Volunteer of the Year plaque.

Membership

Sarah Fritz

This is my first article as your new Membership Secretary. I'd first like to thank Rich Alexander for taking the time to work with me over the last couple of weeks. Rich has been getting me up to speed on our current system as well as familiarizing me with the many roles and responsibilities of the position.

I'm very excited to take on this new role and am looking forward to being your Membership Secretary for the next two years.

I'm pleased to introduce our newest Members:

Chris Accarizzi, Sandra M. Accarizzi, S.R. Bush, Oliver Farrington, Scott Lewis, Robert Lovell and Zachary M. Stanoff.

Sarah Fritz
Membership Secretary

Pacific Locomotive Association

Yearly Membership Dues:
Primary \$48

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

Payments can be made on-line through
ncry.org

or
by check mailed to:

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

NILES CANYON RAILWAY

Treasurer's Report

Jim Stewart

The finances for the first week of this fiscal year - my first week on the job - are looking good. Thanks to Pat Stratton and wife Mary for the excellent training. And thanks to my wife Pam for helping me with the books.

Being so new on the job, I have no great insights to report. However, it seems pretty obvious that prices are going up, due to tariffs mostly, so our costs are going up. How much – and how soon it will be an issue – we shall

see. We will of course monitor the situation. But I suspect that at least our gift shop prices will have to go up sooner rather than later.

As I see it, the future development of Niles and Pleasanton are our main challenges. We have people working on those challenges but more help is always appreciated, on these tasks and the many others.

Just a reminder when submitting expenses, please note who you are

and exactly what the expenses are for. I need to assign the expense to the right account.

And of course, donations are always most welcome.

Keep up the great volunteering! Our future is bright.

Jim Stewart

Treasurer

treasurer@ncry.org
510-299-7480

Brush Cutting

Mark Whitman

Wednesday, June 25 we headed to the east end of the shoefly working our way towards Arroyo Bridge. This area required heavy pruning and some removals. The crew today consisted of Ron Thomas, Brad Jones, Steve

Knoeck, Pat Stratton, James Moon, Charles Navarra, and myself.

Saturday, June 28 the crew today picked up where we left off on Wednesday. Continued working our way east just short of the Arroyo Bridge.

The crew today consisted of Brad Jones, Ron Thomas, John Zelinski, Charles Navarra, Steve Knoeck, Sanjay Bhandari, and myself.

Mark Whitman

Brush Cutting Manager

Trash Cleanup at the east end of the railroad

Now that we are planning to operate the M200 from time to time all the way to the east end of the track Steve Barkkarie and I thought it would be a good idea to pick up all the trash along Pleasanton Road that has been dumped along the tracks. I know the Wednesday Warriors picked up several bags and garbage cans in this area on Wednesday, July 2. This still left several large items that needed to be picked up. These included two garage doors, one wood and one metal, and the kitchen cabinets from a remodel. Thursday, July

10 Brad Jones and I took the bucket truck and one of the small flat cars out to the vicinity of MP 38. We used the bucket to help access the items on the slope. We loaded them up and headed back to Brightside. Upon our arrival at the dumpster, we discovered that even though the dumpster had been emptied on Tuesday, it was already half full. Come to find out one of our subcontractors had been given permission to dispose of his household stuff. To make room for everything we had brought in we had to unload the

two very large cardboard boxes, spread their contents out in the dumpster, put the cardboard in the recycle dumpster, and crushed the rest with the backhoe bucket. We were then able to cut up the wooden garage door and neatly STACK all the wooden components in the dumpster. This left enough room for the trash from the coming weekend's regular operation.

Mark Whitman

Brush Cutting Manager



E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: info@ncry.org

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

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

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



Along the Right of Way

Stephen Barkkarie

July should go down in the record books for one of the busiest months we have ever had. Not only did we run the regular summer consist on second and third weekends, but we ran five summer trains for local student groups, a steam charter and the annual fourth of July member's train. That's on top of all the work going on in Brightside. There were no less than seven cars restoration projects being worked on, four diesels receiving minor repairs for nuisance leaks, and steps forward in improvements to the facilities. We had our crack brush cutting crew join with the Sunol "Friends of the Depot Garden" volunteers to trim leaning trees that could be dangerous to visitors and clear up under brush for fire prevention. It was a great team-building day between us and the locals. (and the garden looks great!)

August is going to start out gangbusters too, with our "Hot August Nights" run on the second followed the next day by the second of the "Beer on the Rails" events the following day. Then regular operations for the next two weekends and a charter at the end of the month. Plans are also to change a bunch of ties every Wednesday and we will have track inspections every Thursday. Don't forget we have the first Saturday East build and on the 13th of the month the team starts to decorate the exterior of cars for, you guessed it, the Train of Lights.

This will mean our Wednesday warriors will halt restoration on the interior of the "Sacramento" for this season, though My team will continue to repair the exterior and roof. I am told the Kitchen on the "Hidden Lake" is all but done except for firing up the stove and fryer. Work will continue on the windows and body repair throughout the year as it is in the shop. The window repairs on the 315 coach will continue until the last minute, when it will need to be decorated. The "Combine" window



M601 in the Motor Car garage.

Stephen Barkkarie photograph

repairs and paint are done and it came out great and I was able to repair the diaphragm that failed during last TOL so it is good to go. Our President and Marketing director are still working on the "Paint on the fly" program with the 2101 coach and at this point, they are two thirds done prepping the

South side for color. Car seat guru Jeff Haslam has installed the last high back seats in the 1949 coach, so that one is also ready for action. The Articulated coach has gone through a thorough cleaning of the seats and pedestals, the floors underneath and had the fabric cushions cleaned and stain resist

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie

coated. The car just lacks a couple cushions that are just about finished and it is back to par. The 505 Dome car is having some brake work done and we are scrambling to get a couple of seat repairs done. The D & RG Stock car has had the rotting floor removed and the underframe needle scaled for a fresh paint job, though no rush on this one as it will sit out the holiday season (unless it hosts reindeer again of course).

One of the best ways to get volunteers to participate is to give them a nice place to work. (Which explains why MOW is so popular because you can't find a more beautiful place to work than in Niles Canyon!) At Brightside we are trying to make more user-friendly places to work on projects. I've been telling you about the covered enclosure for the M601 restoration, which is nearing completion. When I walked in the other day, I was transported to a nostalgic garage from days gone by. A classic vehicle centered on the work floor flanked by tool chests and workbench, neat and organized, classic tin signs all around, boss sounds from the radio (okay, it was from a blue tooth speaker, but a boy can dream) and all I could think was I want to work here.

The team putting this together has done a great job. They just installed a new air compressor, buffer/grinder and drill press after wiring for electricity and lighting. Restoration of the rail car has already begun. Definitely worth a visit.

Not to be outdone, MOW is getting a roof over their tool storage area. For some time, it has been planned to use steel arches to form a breezeway and to cut a doorway into the side of the containers to make access easier. Rails for equipment will be installed at grade for repairing small machines with track connected to the MOW lead. That idea is coming into focus. Scrap rails were bolted to the containers to form channels for the arches and spaces



Stephen Barkkarie photograph

MOW breezeway arches.

are left between them to form skylights, that will be covered with clear roof panels. A hole for the roll-up door has been cut into one container. The door will be mounted soon. This has been a long time coming, but a welcome improvement.

Now the only thing we need is people like you to come out and enjoy the spaces and lend a hand to one of our worthwhile projects.

Stephen Barkkarie
General Manager

NILES CANYON RAILWAY

NCRY Volunteer 4th of July Picnic and Train Ride



All aboard the Best Train Ever!

By: Anna Rath, Age 11

Granddaughter of NCRY member Rob Giles

This 4th of July, I got to ride the Niles Canyon Railway with my family, and it was amazing! If you've never been, you should totally go. It felt like taking a step back in time, but in the best way possible. The train was decorated with flags and red, white, and blue decorations, which made it feel super festive.

One of the coolest parts was that you could walk between the different train cars. You didn't have to stay in one spot, so I got to explore! I especially loved sitting in the articulated car. The seats were really comfy, and it had the best decorations. I recognized them from the Christmas Train of Lights. It felt fancy, but also cozy, like something out of a movie.

Another part that made the ride feel extra special was that the brakeman and conductor came through each car and actually talked to everyone. They answered questions, told little stories, and made sure everyone was having fun. That kind of personal touch doesn't happen a lot, so it made me smile.

The ride through the canyon reminded me of when I rode a train from London to Wales last summer—except this time we had a picnic in the park after.

I also went on the Train of Lights last year because my grandfather is a volunteer in the Parlor car, and that ride was magical too. I got to sit in the dome car, which has windows all around and even stairs. I like going up and down stairs on a train. You feel like you're floating above the tracks! Plus, they gave us hot chocolate and cookies, which made it even better.

Out of all the trains I've been on, the Niles Canyon Railroad is my favorite. Whether it's the 4th of July or the holidays, it's always fun, friendly, and full of adventure.

If you love trains like I do, and like my poppa does, you have to ride the Niles Canyon Railroad! It is a must!



NILES CANYON RAILWAY

NCRy Volunteer 4th of July Picnic and Train Ride



NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

This Month's tale: "WHO AM I"? POSTAL-BAGGAGE CAR SP 7072

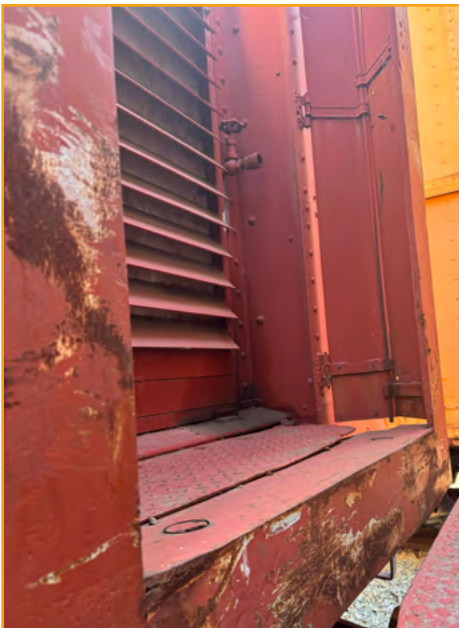
This month's tale starts by going back to December 10, 1925 at the Standard Steel Car Co. where a Postal/Baggage car was being built as part of a lot ordered by the Central Pacific Railroad at that time (it became the Southern Pacific). The car CP 5123 was part of a lot of six (5123-5128) and was designated 70-shortly afterwards. This mail car ran several years carrying the mail on several Southern Pacific Railroad routes. You say it was like a chameleon. From pictures of these cars, it would seem they spent more time in the paint shop than they did on the road carrying the mail. As the mail carrying business began to dwindle on the Southern Pacific Railroad and the Post Office Department terminated all RPO runs on the Southern Pacific Railway in September and October 1967. The car was retired and went through a conversion to the car body interior and exterior and it was transformed



SPMW 7070 wrecker support car.



Southern Pacific mail car CP5124.



End of car. Diesel engine is for onboard and exterior power as needed.



Postal car is seen in Daylight paint at Oakland which would be same as SP 5122 would have also carried at one time.

into a M of W support car and was renumbered SPMW 7014-B. That lasted for a while until it was upgraded

by placing a toilet, water supply, diesel fuel tank and a (Cat) diesel engine in one end of the car to provide power for

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

portable track tools and for power for the electrical train line. The car at that time was renumbered to the wrecker crane SPMW 7070 (BIG HOOK) which was painted in Daylight colors and its support car SPMW 7071 painted the same. The car ran with other wreckers as time went on. The car was retired from M of W service in 1996 along with the the big hook and boom car. The three that were part of a Wreck train went to the CSRM museum in Sacramento. In 2008 the PLA SPMW 7072 was repainted into Daylight colors and acquired the car for their collection on the NCRY. The car today is at the Brightside Yard and is used by the exterior TOL crew to store the exterior decorations for the TOL train in it. The car as it sits is in great shape as far as cars sitting idle in storage goes.

Continued on next page



The baggage car has a good fuel supply for the diesel engine it has inside the car. It also has a generator set mounted under the car.



SPMW 7072 ex-SP 5123 is seen in its M of W paint and rebuild.



The RPO is the second car back in consist and could be SP 5123 at San Luis Obispo 1952.



This is the SP big hook 7070 and boom car 7071 that tool car 7072 ex-Postal-Baggage was assigned to.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

Continued from previous page

The car as it sits is almost like it was when we got it. It still has the bins for bolts and track parts on the bulkhead. The APU diesel engine is still in it with grill showing on one end of the car. The toilet is still in the car and the doors all work. The car has fuel tanks for the devises it carries and a sanitary holding tank for the toilet. The car has upgraded couplers and roller bearing trucks. The car is a pretty solid car as it sits and could be really great with a little cleaning up and a purpose for some type of operation.

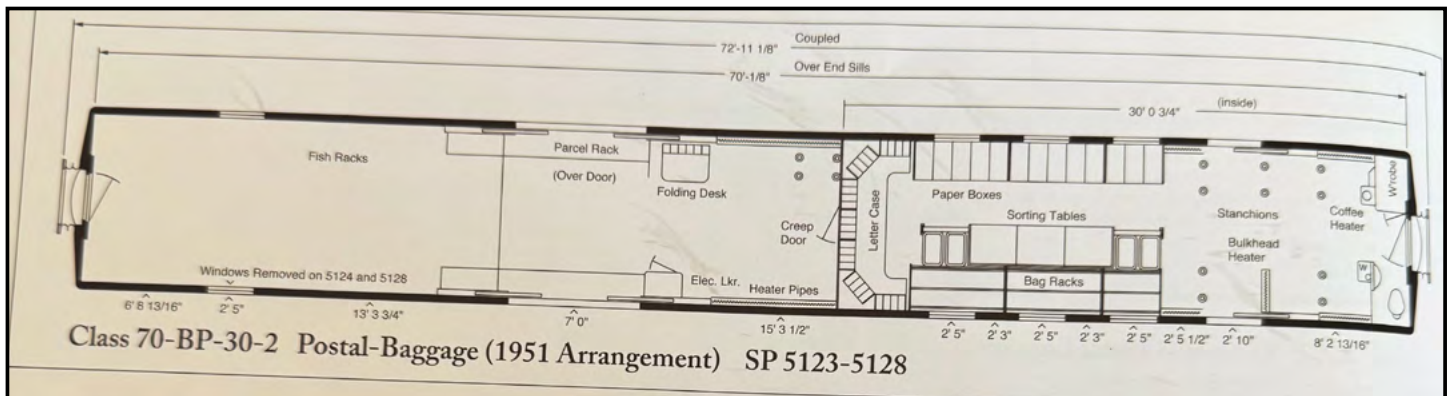
With that said, another tale comes to an end.

Dexter Day

Operations Manager



The car has holding tanks for toilet, fuel tanks, water tank, batteries, APU unit to provide power. It is used for exterior Christmas decorations.



The interior of postal baggage car class 70- BP-30-2.

TABLE 6-10: 70' Postal-Baggage; Specification C.S.P. 224-A (SP Class 70-BP-30-2)

Number	Builder	Trucks	Remarks	Lights	Exterior Color
CP 5123	SSC 12/10/25	6-TC-2	to SP 5123; to tool car SPMW 7014B; at CSRM	electric	grn1; grn2; ttg3
CP 5124	SSC 12/9/25	6-TC-2	to SP 5124, retired	electric	grn1; grn2; day; gry
CP 5125	SSC 12/9/25	6-TC-2	to SP 5125, retired	electric	grn1; grn2; ttg3
CP 5126	SSC 12/25	6-TC-2	to SP 5126; wrecked at Tortuga, California, 9/20/38; scrapped, 1938	electric	grn1; grn2
CP 5127	SSC 12/9/25	6-TC-2	to SP 5127, retired	electric	grn1; grn2; ttg3
CP 5128*	SSC 12/10/25	6-TC-2	to SP 5128, retired	electric	grn1; grn2; ttg3

**Later upgraded to star car with improved facilities for baggageman*

This is the table showing the fate of the 70' Postal-Baggage class: 70-BP-30-2.

BEER ON THE RAILS

September 7, 2025

NILES CANYON RAILWAY

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

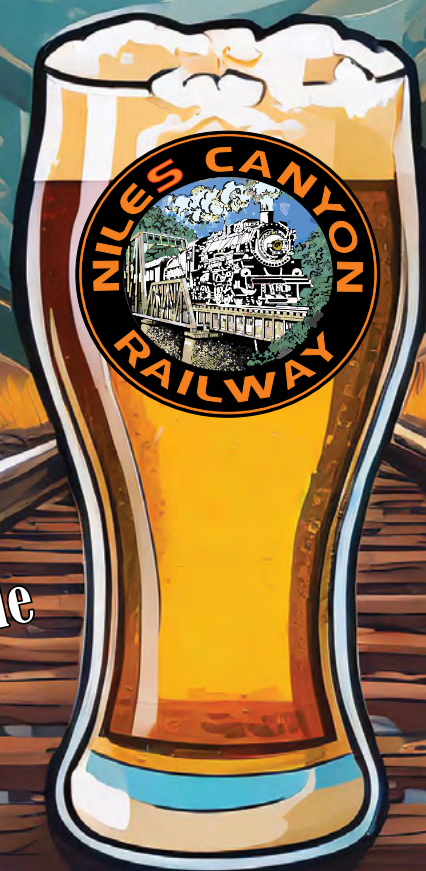
6 Kilcare Road, Sunol, CA

\$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

SP 2101 Repainting

Continued from Page 1

as built SP 'Dark Olive' green while keeping it IN the trainset. I determined the old primer had to come off, so the easiest way is needle-scaling. Well, there are easier ways, but that is the easiest way for us to do it given the constraints we are under.

As of the writing of this on 7/20, we have initial paint removal done on four of the five lower sections and two of the five upper sections on the southside. The car has been running in July partially naked; down to its bare steel! It may be possible that by the time you read this, we will be complete with paint removal on this side. There is some bodywork to do and a fair amount of seam sealing to keep the water out from under our riveted seams, but that is all part of a standard repaint. We hope to have the south side done before it is time for the Train of Lights crews to work their magic where we will need to pause until the new year. Or maybe we work on those pesky vestibules. But... Let us concentrate on the south side first!

So how can you help? Two ways. First, we always welcome new hands to join the work parties. Please contact me, Chris Hauf, at marketing@ncry.org so I can help guide you as to when we are working on the car. Remember, it is still in service, so we must work around our weekend trains, weekday trains and charters. Second, you can work your way over to the Donate page on our website, and donate to the project. Our goal is to raise \$6000.00 to cover the costs of this project including adding some new tooling to make the job more efficient. We have already raised \$1200 so we are well on our way. The donation page can be found here:

<https://www.ncry.org/donate/#sp2101>

We hope you will lend a hand in one way or another in helping #2101 go green!

Chris Hauf

Marketing Manager



Doug Debs photograph

S.P. 1975 (built 1914) was originally a Harriman-era "Common Standard" coach car. The news agent's kitchen and serving counter, and a few dining tables, were added in 1933. This made the car nearly identical to an "all day lunch" car. The nickel-plated hot water urn (the very latest in 1933 fancy restaurant technology) hasn't been polished in many decades. In May, Jim Baber scrubbed the propane stove and griddle. It was spotless for the June 1st beer tasting train! Then Jim polished the hot water urn - 6 times. The photo shows the stunning result.

SEPTEMBER GENERAL MEETING ENTERTAINMENT



I will be showing the following program after the September meeting.

Southern Pacific – San Francisco Peninsula Route – 1954

As steam locomotives were replaced by diesels on the SP, they were shunted to the SF Peninsula to work out their last days in commute service. The finale of the halcyon days of one hundred years of steel, water and fire are played out in front of our eyes, as though there was no end in sight. Yet within two years, steam will be dead for all time on the SP.

Included is footage of the Los Gatos and Santa Cruz branches, action at San Jose's Lenzen Roundhouse, Bayshore and Mission Bay yards.

Warren Haack

NILES CANYON RAILWAY

Are you ready for the Train of Lights?

It's August, when everyone's thoughts turn tothe Christmas holidays!?! Yes, that's right, and that means that as you're reading this Club Car, we are gearing up for decorating for our

BRAKEMAN TRAINING CLASS

HELD AT BRIGHTSIDE
IN THE WHITE HOUSE

0900 AM
SATURDAY
SEPTEMBER 6
&
SUNDAY
SEPTEMBER 7

CLASS ROOM STUDIES WITH LECTURE

WRITTEN TEST WILL BE GIVEN

LUNCH WILL BE PROVIDED AT NOON

HANDS ON TRAINING WILL BE GIVEN

MUST BE ABLE TO PERFORM THE
DUTIES OF A BRAKEMAN
WHICH ARE REQUIRED

SIGN UP FOR CLASS at:
traincrews@gmail.com

Train of Lights. Interior and exterior departments will be starting in August or September. It takes many weeks to build a train for the holidays and our biggest fundraiser for our organization. If you can help, please show up at Brightside on Wednesdays at Brightside (5550 Niles Canyon Road), for both interior and exterior decorating groups. Both groups can use a lot more helpers, especially if you're a bit younger than the majority of our dedicated decorator elves. Climbing ladders gets a bit scary the older we get.

We need many, many volunteers every night we operate, from the weekend before Thanksgiving to the week after Christmas. On the train we'll need 2 caboose hosts per train, 1 electrician, 1 train docent, 2 gift shop people, 3 dome car hosts, 3 parlor car hosts, 5 snack bar volunteers on the train, 1 Santa stand-in while the real one is busy at the North Pole, 1 foodie each night to

make dinner at home and bring to the train each day. We have crock pots we use. We also need train crew which can only be done if you have gone through the classes and are qualified to crew. A new Brakeman Class is scheduled for September 6th and 7th with information on this page.

On the ground, we'll need 2 Niles station agents and 6 parking lot volunteers per night, and 2 Sunol depot agents and 3-4 parking lot volunteers per night.

The volunteer sign up opportunities will be available online soon.

All of these jobs are easy and fun and don't need a lot of training to do. So if you have some extra nights that you don't know what to do, come volunteer with us. You'll get the holiday spirit early and you'll find out how much fun it is to work on the Train of Lights!!

Thank you,
donna alexander



Chris Hauf photograph

On June 22nd, Student Brakeman Matthew James was promoted and received his Brakeman License card from Trainmaster Mark Miller. Matthew, pictured third from the left, along with the locomotive and train crews, is actually based in southern California and commutes to northern California for work and to volunteer at NCRy. His dedication is very much appreciated. Well done!

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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Sunol, CA 94586-0515

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Time Sensitive Material



The Krauss-Maffei SP 9010 with Caboose SP 1101, heading Eastbound to Sunol.

Ron Hook photograph