



THE CLUB CAR



Bulletin 745

Pacific Locomotive Association, Inc.

September 2025

Substantial progress being made on the Southern Pacific #1744



Martin E. Hansen Collection

A February 26, 1956 picture of SP #1744 looking really clean for a SP steam locomotive in the 1950's.

STACKTALK - Steam operations will start again this fall with Clover Valley Lumber Company #4 in September and October – our department looks

forward to having this classic California logging mallet in service again for the public. The steam department has made substantial progress on the Southern Pacific #1744 project on the boiler and running gear this year. While I have not reported much this year, volunteers continue to work hard keeping steam running in the Canyon while restoring both the SP #1744 and SP #2479.

Southern Pacific #1744 work continues at Brightside with volunteers working on the frame and running gear. We have made this work easier for ourselves by finally getting the frame moved into the Backshop where it can

be worked on out of the weather and on a smooth concrete floor. Meanwhile, Stockton Locomotive Works (SLW) has finished the welding and machining on the driving boxes and delivered them to Brightside – Hurray! With the boxes onsite, we are in the process of fitting them to the axles and confirming measurements for journal machining, lateral and other dimensions needed for tramming. Just moving the axles into the shop to start this work was a long and involved process as they are so big and heavy. We have also moved the A-frame which Howard used on the Krauss restoration from the carshop

Stacktalk continued on Page 8

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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,
SEPTEMBER 5
7:00 PM

GENERAL MEETING
FRIDAY
SEPTEMBER 12
7:00 PM

BOARD MEETING
FRIDAY,
OCTOBER 3
7:00 PM

GENERAL MEETING
FRIDAY
OCTOBER 10
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

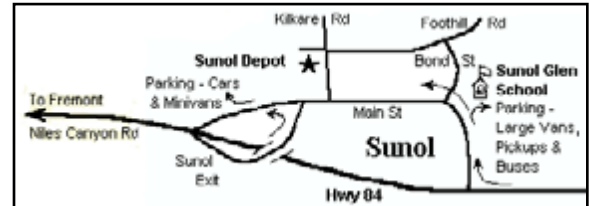
Submit articles in **WORD** format.
Submit photos in **jpg** format.

Email to:
clubcar@ncry.org

BOARDING LOCATIONS

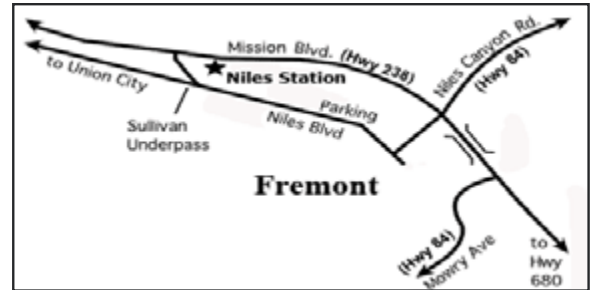
SUNOL DEPOT

6 Kilkare 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.....	Sarah Fritz.....	(510) 754-0355
Acting Treasurer.....	Pat Stratton.....	(650) 888-8619
Director-At-Large.....	Justin Legg.....	(510) 717-4944
Director-At-Large.....	Mark Miller.....	(510) 502-8521
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
Car Department.....	Dennis Mann	Operations Manager.....	Dexter Day
Charter Agent / Docents.....	Jim Evans	Public Relations.....	Henry Baum
Chief Engineer.....	Mike Strider	Road Foreman of Engines.....	Kent Hedberg
Club Car Editor.....	Barry Lependorf	Security Department.....	Jim Evans
Commissary.....	Doug Debs	Signal Department.....	Curt Hoppins
Crew Caller.....	Jackie Vlasak	Station Agent - Sunol.....	Donna Alexander
Gift Shop.....	Patrice McDonald	Steam Department Head.....	Alan Siegwarth
Hazmat Manager.....	Doug Debs	Steam Hosteler Training.....	Jeff Schwab
Maintenance of Way.....	Ron Thomas	Technology.....	Matt Petach
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 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

SEPTEMBER EVENTS

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
September 5	Friday	Board Meeting	Veterans Hall	7:00 pm	- Jim Evans
September 6	Saturday	Track Building East	Brightside	8:00 am	- Steve Knoeck
September 7	Sunday	Beer on the Rails Train	Sunol	1:00 pm	- Doug Debs
September 12	Friday	General Meeting	Veterans Hall	7:00 pm	- Tim Flippo
September 13	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
September 14	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
September 20	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
September 21	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
September 27	Saturday	Brush Cutting	Brightside	8:00 am	- Mark Whitman
September 28	Sunday	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 3,064 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 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
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
James Stewart
Jim Evans
Joe Scardino
Kent Hedberg
Linda Stanley
Mark Miller
Mary Asturias
Matt Petach
Pamela Stewart
Pat Stratton
Rich Alexander
Robert Giles
Sarah Fritz
Stephen Barkkarie
Steve Jones
Tim Flippo
Tom Eikerenkotter

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Charles Navarra
Dean Valentine
Dennis Mann
Joan Weber
Marshall Williams
Steve Brown
Steve Knoeck
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Tom Crawford

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Jacques Verdier
James Baber
Joseph Romani
Marian Wetzell
Matt Petach
Robert Giles
Ron Hook
Sally Mills
Steve Ferrari
Sue Thomas

DOCENT

Jim Evans
Tom Stone

ELECTRICAL & SIGNALS

Bent Christensen
Curt Hoppins
Dan Lilot
Henrik Lilot
Jacques Verdier
James Stewart
Joseph Romani
Michael LaBine
Steve Knoeck

FACILITIES

Bob Pratt
Brad Jones
Doug Vanderee
Garrett Hall
John Zielinski
Mark Whitman
Mason Denton
Steve Knoeck
Steve Meyer
Wesley Van Osdol

GIFT SHOP

Charlene Murrell

GIFT SHOP

Patrice McDonald

MECHANICAL

Alastair Young
Charles Franz
Chris Hauf
Chuck Kent
Gerald DeWitt
Henry Chandler
Howard Wise
Jeff Haslam
Karl Swartz
Mason Denton
Sarah Fritz
Tim Flippo
Wesley Van Osdol
William Stimmerman

MOW & TRACK

Adam Weidenbach
Bob Bailey
Brad Jones
Charles Navarra
Chris Campi
Chris Hamilton
Garrett Hall
Jacques Verdier
James Moon
John Zielinski

MOW & TRACK

Mark Whitman
Matt Petach
Pat Stratton
Ron Thomas
Steve Knoeck
Wesley Van Osdol

OTHER

Barry Lependorf
Bob Bailey
Curt Hoppins
Dee Murphy
Linda Stanley
Mark Miller
Mark Whitman
Matt Petach
Patrice Warren
Steve Jones
Tim Flippo
Zonker Harris

TRAIN CREW

Albert Oh
Alistair Young
Brad Jones
Charles Navarra
Chuck Kent
Colin Snow
Curt Hoppins

TRAIN CREW

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Dylan Olson
Ed Best
Gabriel Gadzikowski
Gabriel Gleeson
Garon Michaelis
James Moon
James Stewart
Jason Pate
Jeff Schwab
John Zielinski
Jorg Linke
Justin Legg
Kent Hedberg
Liam O'Leary
Logan Rubasky
Mark Miller
Mason Denton
Matt Petach
Michael Carter
Michael Stockwell
Nick Alexander
Ray Crist
Sanjay Bhandari
Stephen Fares
Steve Knoeck
Ted Unruh
Tim Flippo
Warren Haack

NILES CANYON RAILWAY

President's Report

Tim Flippo

Welcome to September! We have already started work on the 2025 Train of Lights! So far we have only done a minor switch out to move the decorating cars out so they can be accessed.

Later will come the big switch out once the cars are decorated. If you have spare time on Wednesdays the exterior crew will be at work and interior crews will start working on September 3, come by and lend a hand. My By Laws change received the majority of the yes votes of the votes that were returned to a few no votes but because we had a large block of ballots that were not returned we did not have the two thirds needed to pass. We are going to put out four minor By Laws changes to clean up the By Laws. The vote to have them sent out will be in September. When the votes are sent out please exercise your right to vote! Every vote counts no matter which way you vote!

I will try again on my By Laws change announcement next month so it will not interfere with the current request. If you are a voting Member and would like to return to a Regular Member Status for any reason, contact Membership Secretary Sarah Fritz at membership@ncry.org.

Warren will be supplying the entertainment after the September meeting, thank you Warren. If anyone has entertainment they would like to share at a future General meeting please let me know.

Justin Legg has informed me that he has resigned as a Board member. I am sorry he is resigning but am glad he will be still working and helping out the PLA.

Tim Flippo
President

Membership

Sarah Fritz

I have some sad news to deliver. Two of our members passed away recently: Alan Frank, and Rich Anderson. Both Alan and Rich were Life Members who volunteered as engineers for Niles Canyon Railway.

Our newest Members this month include:

Sarah Betts, Theodore Betts, Kris Brandenburger, Josh Cooke, Ryan Cooke, Aus Geoffrey, Erin Larsen, Oli Lofek, Kevin Murray, Renee Murray, Josse Olague, and Jonathan Prewitt. Welcome to Niles Canyon Railway!

The end of August is here, which means TOL volunteer opportunities are online and already filling up fast! Please take a look at your calendars to see where you can help. Just a reminder, tickets for TOL will go on sale the first Saturday in October at 10am. For a smoother check-out experience, we suggest that you sign up for our mailing list. This ensures you'll receive an email reminder about the TOL tickets as well as direct links to the different types available. You can sign up for our newsletter at ncry.org.

I will begin the process for Members TOL tickets shortly. As a reminder, volunteers earn one TOL ticket for every thirty hours they volunteer, up to a maximum of six tickets. Additional TOL tickets may be available depending on the number of tickets requested from volunteers.

Sarah Fritz
Membership Secretary



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

Treasurer's Report

Pat Stratton

I am writing this month to talk about the business of the PLA.

It is imperative that the Pacific Locomotive Association, Inc. have a Treasurer - the state of California makes the Treasurer position mandatory to maintain our corporate standing. Suddenly we do not have one, so I am temporarily back to serve as acting Treasurer - to present this year's proposed budget to the Board; provide the support needed for our financial auditors to complete their audit; and maintain the business and record keeping activities needed to support the PLA's everyday operations. I also have another job now - to assist the Board in finding a volunteer other than me to appoint as Treasurer.

I have enjoyed serving as Treasurer for over 6 years. During that time there have been many ways that running the business has evolved. And yes, the PLA is a business - we have to keep current with the ways revenue comes to us and best business practices among our many supporting vendors and contractors. I have had 6+ years to become accustomed to these. I also have an accounting and business background, and so does Mary, my wife and PLA member who has assisted me in this work; so we may have been the ideal team to serve the PLA in this capacity over the past few years. We are happy to continue our work while a Treasurer is found; and with that person's participation we can determine a way forward to maintain the PLA's finances, accounting, and recordkeeping to a standard that will allow us to continue qualifying for a

clean annual financial audit.

As I understand it, the Treasurer in our nonprofit corporation must be elected; or if the position is vacated, a person can be appointed to serve temporarily. The required duties of an elected Treasurer generally include: serve on the Board; be an authorized signer on financial and corporate accounts; be the Board's main steward of financial health and compliance; provide timely, accurate financials; and oversee the budget process and the financial audit. There is no requirement that they be an accountant or bookkeeper. Just that they have good business sense.

We have been looking for a PLA member who is willing to take the Treasurer position and also perform all the duties as they are currently done. I think we may have reached a size - number of transactions, annual budget dollars, cash under management, number of active volunteers - where the treasurer job may need to be separated from the performance of the detail business management functions - compliance, accounting, bookkeeping. The Treasurer will oversee these functions, but as a volunteer and Board member does not need to perform them. Depending on who that person is, we may need more of a business manager or office manager - both are jobs that unless we are really lucky will need to be paid.

The Board must make appointing a Treasurer a top priority. There are decisions to be made during these changes for the future, and the Treasurer who will oversee them should be involved in making them.

I recommend the appointment of a new Treasurer as soon as possible (by the end of October?). At that time, I will change my status to an outside contractor to maintain stability in PLA business operations until the Treasurer can take over, or until other options are put in place.

If any of you members out there are able and willing to help the PLA and your favorite railroad make these important changes to its business approach, call or email me or one of our other Board members (email addresses in the Club Car) for an informal chat. You will need to have volunteered for 96 hours in the past 12 months; and become a voting member (we can help with that).

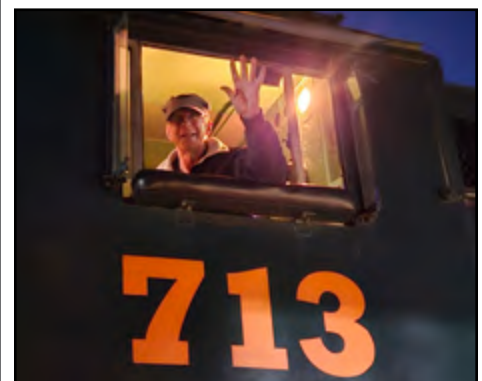
We need your help. Any interest? Any business acumen? Call us!

Thank you,

Pat Stratton

Acting Treasurer

treasurer@ncry.org
650-888-8619



Ron Hook photograph

Engineer Ron Thomas.



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

September is often a month to remember for a variety of reasons. Sometimes it's because of a happy adventure or excitement for school starting up again, and other times it's for more sober reasons. Recently, word has gotten to us of the passing of several long-time, well-loved members. It got me thinking that we need to cherish the time we get and live life doing what you love. When you do, there are not enough hours in the day nor days in the week. That is how you stay young at heart. I believe that is why we get so many quality people volunteering at Niles Canyon Railway and why they seem to stay with us for life. I personally plan to ride this train as far as it goes.

Okay, no more maudlin brooding. August was a real hopping month in the canyon and valley. We started out first weekend with "Hot August Nights" evening train after a full day of building track eastward. The Saturday MOW (Makers of Way) crew raised and tamped all the way to the last panel section at the 14th tee at Castlewood golf course. (A beautiful view of the links and the ridge from there.) Then on Sunday the ever popular "Beer on the Rails train" sported another full train of revelers enjoying local brews and music. Monday brought a meeting with Caltrans and the contractor who will repair the grade under Hwy 680, and they went right to work the next day (finally, after seven years of pushing it). The next day, we received the first shipment of goods from the Lenzen roundhouse since the turntable bridge last year. We now have the turntable bearing and the base tower for the water tank and as I am writing we are awaiting the "ring rails" to arrive. The following day was first Wednesday of the month, and MOW set out to change more ties. This time we took on the task of changing headblocks at "The Spot" siding switch. It was challenging



Stephen Barkkarie photograph

Operator's view of Tamping track at the East end.

inserting long ties with a cliff on one side and a sheer drop-off on the other and the fact that the switch stand needs to be mounted "just so" to be sure the points close properly without readjusting all the rods and connectors. We are getting pretty good at this, and it worked the first attempt. Fortunately,

track inspection took place the next day as switches need to be inspected before use and we had operations on Saturday. Then for a change of pace, Friday brought us a rousing three-hour combination Board/Membership meeting. (You haven't lived until you've attended a board meeting on a Friday

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie



Stephen Barkkarie photograph

Replacing the headblocks at the Spot siding.

night.) The very next morning it was up and at'em for regular operations from Sunol station. By my count, that is seven days in a row, but don't forget there is a Sunday operation as well, and to top it off, we hosted a birthday charter on the CW M-200 from 6-8pm. Following morning was scheduled yard switching to set the yard up for Train of Lights decorating to begin. And so it went on the rest of the month with another weekend of operation, another charter, and all the regular work on restorations, which would take pages to describe, and mainline upkeep that goes on endlessly.

There is a brief glimpse at what goes on at Niles Canyon just about year-round. Volunteers get a chance to shake things up by taking on different roles or working on different projects and I think that is what keeps things interesting. For the coming month, we will shake things up with "Steam Sundays" in September and October. There will be another "Beer on the Rails" event due to its popularity, and a nuptials charter for Casa Bella Event Center. Brightside volunteers get the chance to put down their tools and bring out their inner elves by joining a decorating team, either interior or

exterior. You also want to look for the ad for the upcoming Brakeman's training class for those who want to join the train crew. It's a fun and hands-on railroad experience not to be missed.

Bottom line is, there is no excuse for being bored. There are more opportunities out there than you could try in two lifetimes and more enjoyment than you can hold in both your hands, so, go out and get yourself some. Take my word for it, Niles Canyon Railway is a great place to start.

Stephen Barkkarie
General Manager

Stacktalk

Alan Siegwarth

Continued from Page 1

and erected it in the shop. The A-frame with a new winch helped us move the boxes around and place them on the axles for test fitting and bluing to confirm machining dimensions. In addition, SLW has fabricated a new set of cellars for the locomotive as the locomotive had grease lubrication for the main drivers during its service on the SP, we will be converting her to oil for more reliable operation.

Up north in Fort Bragg, Stockton



Newly machined driving boxes and cellars arrive at Brightside.



Alan Siegwarth photograph
SP #1744 frame inside the Backshop. Gerald DeWitt is smiling as it is nice to be working out of the summer sun.

Locomotive Works continues to work on the boiler. At this point, all the rigid staybolts, the sleeves and flexible bolts have been installed with most of them welded as well. The firebox just requires installation of the rigid crownbolts and peening over of many of the bolts to be complete. PLA volunteers continue to help and learn the art of staybolt installation on periodic visits to Fort Bragg to help with this work.

Alan Siegwarth

Steam Department Head



Alan Siegwarth photograph
Charles Franz and Chuck Kent checking journal box fit on a #1744 driver.



Stockton Locomotive Works photograph
Flexible staybolt sleeves welded in place after installation.



Alan Siegwarth photograph
John Gradden working on cleaning up the driving boxes after pouring the babbitt thrust bearing.



Alan Siegwarth photograph
New oil cellars in the process of being fabricated by SLW.



Stockton Locomotive Works photograph
Overall view of the boiler and substantial amount of staybolt work completed.

NILES CANYON RAILWAY

'Housekeeping' Bylaw Amendment Proposals

Submitted by Linda Stanley

At the September 12th Membership Meeting, the PLA's Voting Members in attendance - either in person or online - will have the opportunity to vote to authorize if four (4) Bylaw amendments proposed to correct obsolete, omitted and/or conflicting information in our current Bylaw shall be forwarded to the full Voting Membership to adopt.

Note: The amendment proposal forms that include the reason the change is sought, the current Bylaw language and the proposed Bylaw language will be emailed to Voting Members (VMs) following the September 5th Board of Directors meeting, well ahead of September's Membership meeting for VMs consideration.

As mentioned, the four amendments are strictly of a 'housekeeping' nature and have been discussed - and feedback or input encouraged - by meeting attendees over the past two Membership meetings held in July and August. The amendments are being offered as four separate proposals and Voting Members encouraged to consider and vote on each one separately.

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

SIGN UP FOR CLASS

traincrews@gmail.com

Proposed (In Red) And Complete Text:

ARTICLE I (Association's Name and Mission)

The name of this corporation is Pacific Locomotive Association, **Inc.** The mission of the Association is 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.

ARTICLE II (Principle Office)

The principal office for the transaction of corporate business shall be at 5550 Niles Canyon Road, **PO Box 515, Sunol, California 94586-0515** or at such other place in the State of California, as the Board of Directors may from time to time determine.

Article V (Dues)

Section 1.

The dues, their frequency and amount, shall be those as set by the Board of Directors. Prior notification of the intent to change the amount of the dues must be sent to all members of the Association, as provided for under Article XV of these Bylaws. When any member of any class shall be in default in the payment of dues for a period of **two (2) months** from the beginning of the fiscal year or period for which such dues become payable, his or her membership may thereupon be terminated.

Delete Obsolete Section (created in 2012) in Entirety:

Article IX (Board of Directors)

Section 1.2: The First Election After Implementation of This Amendment –

Upon adoption of this amendment, and solely for the first election subsequent to the adoption, the terms of office shall be established as follows: The President and Secretary shall have two-year terms. At its first meeting, the Board of Directors shall draw lots to determine which other elected members among them shall serve initial two-year terms, and which shall serve one-year terms, the result being that approximately half of all elected members shall initially serve in office accordingly. After this first election and the selection of terms of office, the terms of office shall be governed by Article IX, Section 1.1, above, and this section shall then have no further use.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

This Month's tale:

BUILT TO CARRY THE MAIL, RETIRED CARRYING TRACK JACKS, UP 5726

This tale starts at the American Car and Foundry where a bunch of new baggage cars were being built, series (5711-5745), for the Union Pacific Railroad in 1957. This tale is on one of these new cars, UP 5726. This baggage car was 75 ft, light weight (100460 lbs.) all steel postal storage/baggage car with rolling bearing trucks, disk brakes and had tight lock couplers. As most baggage cars of that period, it carried its share of the mail that was being hauled at that time by the railroads. This continued until the mail contracts ran out in the late 1960's. After that, the car ended up carrying shipments as required. The car number was changed to UP 24453 in 1969 as it was going to be used for M of W service. In 1970,



Dexter Day photograph

Doors on the baggage car are all in good shape. In fact, the car is in good shape.



Dexter Day photograph

The star of this month's Tale, UP 5726 Baggage Car. Retired before its time.



Dexter Day photograph

UP 5726 high speed roller bearing trucks.

Dexter D. Day

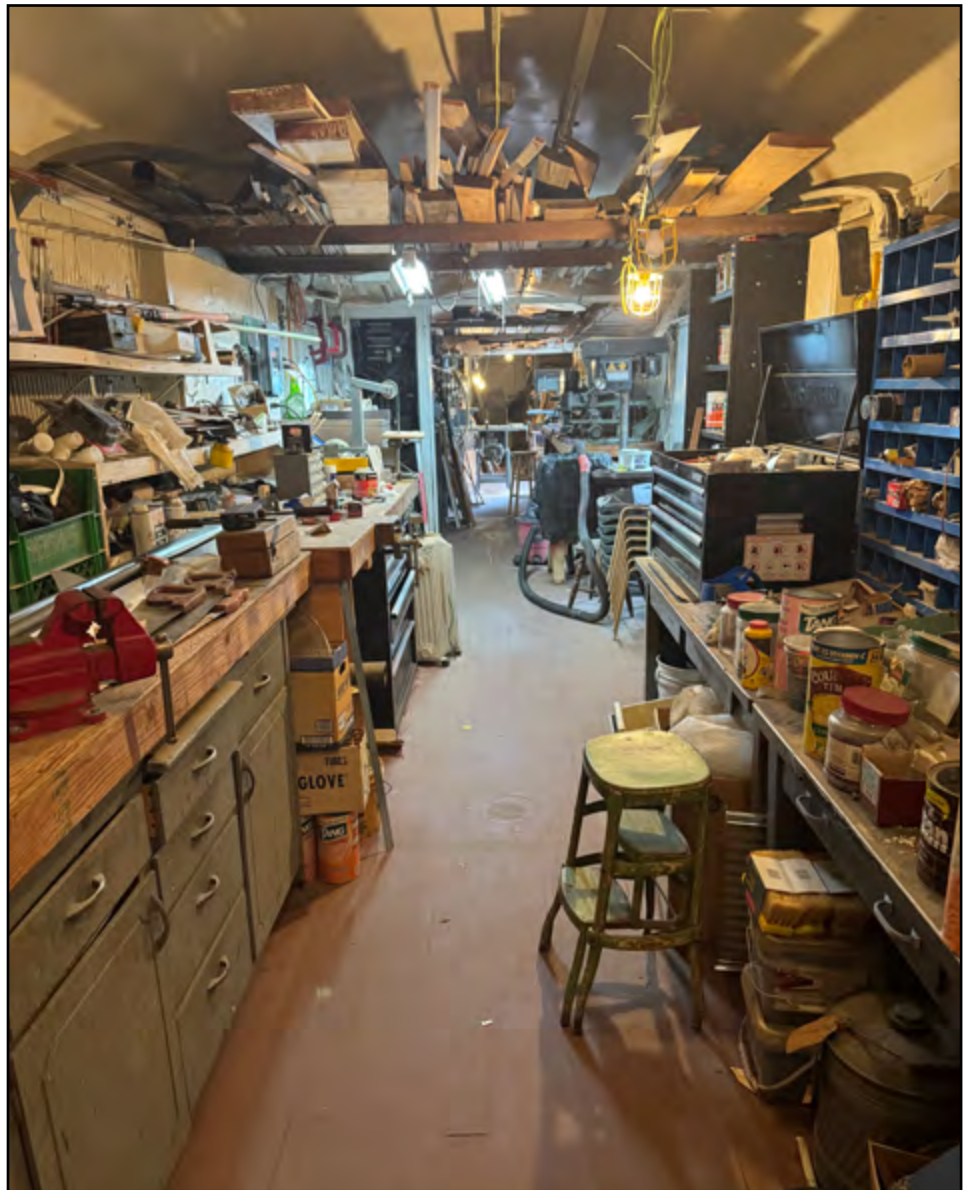
the plate © was removed from the car. (The © plate means it could run on most tracks in the United States.)

At that time, the car was converted to Roadway Service in Kanas City, Missouri. In 1971, it was reassigned to railroad M of W service and the car was renumbered UP 904253. In the late 70's, the car was retired from use on the Union Pacific railroad and was sold to Lavin Metals to be scrapped. As far as a car goes, it was still a young car with a lot of miles behind it and miles still left in it. The railroad had gotten its use from the car and mail cars in large numbers were no longer needed and most cars of that type were being scrapped by the railroads. Shortly after its arrival at Lavin Metals (now Richmond Pacific Metals), interest in the car was shown by a few rail groups in the SFO Bay Area. Golden State Model Railroad Museum in Richmond



Dexter Day photograph

The end of car minus Diaphragms is in good shape. The car has tight lock couplers.



Dexter Day photograph

Looking through the car as it sits today. You can see, it is used for various projects.

Ca. had the first bid on the car. But the Railroad Museum ran into trouble when they measured the area where the car was going to be placed and it would be a tight fit but the trouble was the unloading of the car on their site. At that time, PLA had made arrangement through Lavin Metals and the baggage car in late 2003 was acquired. The

baggage car was moved to the NCRY in early 2005 and is now at the Brightside Yard on the Niles Canyon Railway. The car as it sits would make a perfect second commissary car to back up the one we already have.

But, the car has been outfitted as a wood shop and is also a storage car for

Continued on next page

Tales of the Past

Dexter D. Day

Continued from previous page

tools, paint and other building material. This is the youngest car that we have on the NCRY and it is in good shape. It would be great to see the car running in the UP Armor Yellow paint scheme. You might say this car is like having a teenager in among a bunch of old retired Veterans.

With that thought, another tale comes to an end.

Dexter Day

Operations Manager



Car still has its original 50's electrical components.



As shown, ceiling is in good shape, in fact, the whole car is in good shape.



Picture shows a 5700 series baggage car on a Nebraska local.

NILES CANYON RAILWAY

Volunteers needed for the Train of Lights

Our Train of Lights is coming soon and we need many volunteers for this special event. Here is a list of who we need, what that volunteer does, and the hour commitment. The captain positions are only for those volunteers who have worked this position and are familiar with what is needed to train the crews.

Dome Car Captain or Parlor Car Captain 2:00-9:45

Must work both the 4:30 and 7:30 trains. Arrive at Brightside by 2:00pm. Train departs for Niles at 3:00pm. This will allow you time to prep the Dome Car with getting cookies and any additional snacks from the commissary car, making coffee, heating the cider, and preparing the cookie trays. Oversee and divide jobs between you and helpers. Dress Code: white shirt, black pants, and optional black vest, or holiday or vintage clothing.

4:30 Dome Car or Parlor Car Crew 3:15 to 6:30

Arrive at Niles at 3:15 to board train when it comes in at 3:30pm. If doing both trains start time is 2:00pm at Brightside. Help the Captain as car host, door monitor, or food server per captain's assignment. Dress Code: white shirt, black pants, and optional black vest, or holiday or vintage clothing.

7:30 Dome Car or Parlor Car Crew 6:45-9:45pm

Arrive at Sunol at 6:45 to board train when it comes in at 7:00pm. Start time if doing both trains is 2:00pm at Brightside. Help the captain as car host, door monitor, or food server per captain's assignment. Dress Code: white shirt, black pants, and optional black vest, or holiday or vintage clothing.

Commissary Captain 2:00-9:45pm

Must work both the 4:30 and 7:30 trains. Board at Brightside at 2:00 pm. Train departs for Niles at 3:00pm. Make coffee and cider. Make sure commissary car has all necessary supplies before leaving Brightside at 3:00pm. Oversee and assign jobs. At the end of the night, record car inventory and send to Sue Thomas. Dress: casual clothes or holiday clothes. Red apron provided.

Cocoa Captain 2:00-9:45pm

Must work both the 4:30 and 7:30 trains. Board at Brightside at 2:00 pm. Train departs for Niles at 3:00pm. Make cocoa and cider in ADL for all cars. Make sure car has all necessary supplies before leaving Brightside at 3:00pm. At the end of the night, record car inventory and send to Sue Thomas. Dress: casual clothes or holiday clothes. Red apron provided.

Commissary crew 2:00-9:45pm

Must work both the 4:30 and 7:30 trains. Board at Brightside at 2:00 pm. Train departs for Niles at 3:00pm. Help crew captain with stocking supplies and then bag cookies. Sell

snacks and beverages. Dress: casual clothes or holiday clothes. Red apron provided.

4:30 Caboose Chaperons 3:30-6:30pm

Arrive at Brightside at 2pm if working both trains. Arrive at Niles at 3:30pm for boarding when train comes in. Make sure the caboose is clean for the group. Groups can board at 4:00. Remind passengers to visit the porta-potty on the ground before boarding the caboose. Santa visits at 4:15. Chaperon guests riding in the caboose. Give safety rules, talk about NCRy, and answer any questions. Clean up caboose for the 7:30 train. Dress code: Casual or holiday clothes, layers depending on weather.

7:30 Caboose Chaperons 6:45-9:45pm

Arrive at Sunol at 6:45pm for boarding at 7:00 when train comes in. Make sure the caboose is clean for 7:30 group. Groups can board at 7:00 when the train gets in. Santa visits at 7:15. Remind passengers to visit the porta-potties on the ground before boarding the caboose. Chaperon guests riding in the caboose. Give safety rules, talk about NCRy, answer any questions. Empty garbage at end of night and take to regular train to go to Brightside. Dress code: Casual or holiday clothes, layers depending on weather.

Foodies

Prepare and deliver food for crew on operation nights. Deliver to Brightside by 2:30pm or deliver to Niles Station and put on train by 3:30 when train arrives. Three crock pots worth of food such as stew, soups, spaghetti, etc. for train crew (crock pots on train in snack bar car), plus one container of 8 cups of food for the Sunol Depot crew, and one container of 6 cups for the Niles Station parking lot volunteers. Save and turn in your receipts to our treasurer for reimbursement.

4:30 Niles Station Parking Lot Captain 2:30

Lead parking lot crew with placing signs and directing passengers where to park. Put signs away at end of night.

4:30 Niles Station Parking Lot Crew 2:30

Parking lot crew places signs, and directs passengers where to park. Put signs away at end of night.

7:30 Sunol Depot Parking Lot Captain 5:30

Lead parking lot crew with placing signs and directing passengers where to park.

7:30 Sunol Depot Parking Lot Crew 5:30

Parking lot crew places signs, and directs where to park.

If you need any help signing up, please contact Donna at station-agent@ncry.org or 510-996-8420.

Alan Frank



Linda Stanley photograph

Alan Frank speaking at Depot dedication.

Life member Alan Frank was the PLA's 'museum guy'. Alan, who passed away July 2025 at the age of 80 years young, worked with other historians to get PLA's right-of-way recognized in the National Registry of Historic Places, as the Niles Canyon Transcontinental Railroad Historic District on October 12, 2010.

In 1998 with Alan as Project Manager, he- along with other community partners collaborated to get the Central Pacific circa 1884 Sunol Depot moved from where it had been relocated to the west in 1941 to where it stands today.

As the PLA's Curator, he helped establish museum standards; learning how the PLA could develop a 'Museum Division'. He worked with Lou Bradas to renovate Lou's SP 5002 RPO/Baggage car to someday display PLA archives in Niles with the eventual goal of a recreated 1870's Niles Depot Station and museum complex.

A large format photographer and physicist for the Lawrence Livermore National Laboratory, his hobby was developing educational presentations on the history of railroads and their impact on the Tri-Valley, inspiring him to author the book; *Frontier to City: Livermore, California*.

I-680 drainage damage repaired



Mike Strider photograph

Location of new drain pipe and collection box.

Finally, yes, it's happening! Caltrans put out to bid in May a reconstruction project to restore the damage to the drainage under and around the I-680 overpass where our NCRY right-of-way curves under the freeway on its way to Pleasanton. This is about 7 years in the making. With several iterations back and forth with Caltrans engineering department, we got a very nice set of plans. As you may recall, many, many years ago, at least 20 if not more, a north bound vehicle on the freeway crashed and damaged the existing drain pipe leading down to the track ditch. Caltrans did not repair the damaged pipe, and as a result, the pipe leaked runoff onto the embankment and many cubic yards of eroded earth ended up on our track bed. Two feet in some areas. Every winter it has been a muddy mess. This also helped to clog up the nearest culvert with debris. We also found out through the Contractor pot-holing the existing culvert, that during the installation of the fiber optics the culvert was damaged as well. Caltrans plans to replace this culvert in kind. When the job is all said and done, we will have at least 3 concrete inlet boxes and a new steel culvert under the track bed. The Contractor will also re-shape the track bed to original profile

with new track ditches. Construction should be finished by mid September, 2025.

Mike Strider



Mike Strider photograph

Filled in erosion where new replacement pipe will be placed.



Mike Strider photograph

Removing overburden in track bed.

NILES CANYON RAILWAY

Brush Cutting

Mark Whitman

Friday, July 18 Bob Bailey our security man at Niles had done some trimming of the avocado trees at the east end of our parking area. Brad Jones and I took the bucket truck and put the chipper behind the dump truck and proceeded to Niles. We then chipped up all the stuff that Bob had cut and

used the bucket truck to trim branches away from the lights at the pole at the east end of the Niles parking lot. Also discovered that either rats or squirrels had eaten through the ground/guide cable feeding that power pole. We reported that to the general manager, he had PG&E come out to repair it.

The crew consisted of Bob Bailey, Brad Jones, and Mark Whitman.

Saturday, July 19 the general manager Steve Barkkarie informed me that the friends of Sunol Garden would be trimming some bushes and trees on the 19th and requested that we do major trimming of the trees on the pathway alongside of the tracks. Sunol Gardens Park is included in our lease with the County including the maintenance of the trees. The crew today consisted of Brad Jones, Matt Petach, Steve Barkkarie, Doug Vanderlee, and Mark Whitman.

Wednesday, July 23 we started out trimming about 300 feet west of the Arroyo Bridge working our way east. As I was moving the bucket truck east and stopped just short of the bridge and as I climbed out of the truck, I noticed a yellow jacket nest in a rotten tie just under the front bumper of the truck. We decided to be safe we would move east and work at another location. We moved east to a location about 1000 feet east of Arroyo Bridge and continued working our way east. We had a large crew today consisting of Ron Thomas, Pat Stratton, Steve Knoeck, James Moon, Charles Navarra, Matt Petach, Garret Hall, Brad Jones, and Mark Whitman.

Saturday, July 26 we picked up where we left off on Wednesday working our way east to just short of the switch heading to Hearst Siding. Crew today, Brad Jones, Steve Knoeck, Matt Petach, Ron Thomas, and Mark Whitman.

A word of caution as of this writing, we have had vector control out two separate times and they have sprayed eight separate yellow jacket nests in rotten ties.

Mark Whitman
Brush Cutting Manager

Harvest Moon Moonlight Steam Train Saturday, October 4, 2025

Depart Sunol at 6:45pm.



Join us for a round-trip ~2 hr. journey by the light of the silvery moon! *This is what memories are made of - friends and family welcome.*



Tickets Members & their family: **\$5/person**. Guests \$15/person. Pay at the door.

Food & Drink Bring an appetizer or dessert (finger foods) to share with at least 5 others, or pay \$5 more/person, and Commissary will provide your share. **Bring labeled serving utensils** for your dish. Food buffet tables on the train; plates, etc., hot & cold drinks provided.

RSVP Email or text Doug Debs at dougdebs2472@yahoo.com, or **650/704-1487**. Tell us your name, # of people, and if you're bringing a dish.



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Time Sensitive Material

Niles Canyon Railways' Nine Steam Engines



Southern Pacific #1269



Southern Pacific #2479



Southern Pacific #1744



Clover Valley Lumber #4



Robert Dollar #3



Quincy Railroad #2



Pickering Lumber #5



Sierra Railway #30



Pickering Lumber #12