



THE CLUB CAR



Bulletin 746

Pacific Locomotive Association, Inc.

October 2025

Passenger Car Parts Salvage Expedition



Mike Pechner photograph

The SP 2100 Commute Suburban (Subs) cars built in 1920s.

INSIDE THIS MONTH

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1920s passenger car parts are rarely available - in any condition. But NCRy needs spare 4-wheel trucks as revenue protection for 4 TOL cars, and interior parts for W.P. 315 and other coaches. We found a solution – and an adventure.

Timber Heritage Association in Samoa, CA (on Humboldt Bay near Eureka) owns four Southern Pacific “Harriman Suburban” cars, built 1923-1924. They're the same design as

NCRy's S.P. 2101, 2114, & 2154. These cars were in San Jose – San Francisco commute service until 1985! 40 more years outdoors, including 15 years of fog, rain, & salt air at THA, rusted the carbodies past the economic point of no return. THA is selling useable parts. Virginia & Truckee RR and Nevada State RR Museum at Boulder City have already salvaged parts.

On Labor Day weekend, NCRy

Salvage 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

BOARD MEETING

FRIDAY,

OCTOBER 3

7:00 PM

GENERAL MEETING

FRIDAY

OCTOBER 10

7:00 PM

BOARD MEETING

FRIDAY,

NOVEMBER 7

7:00 PM

GENERAL MEETING

FRIDAY

NOVEMBER 14

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.

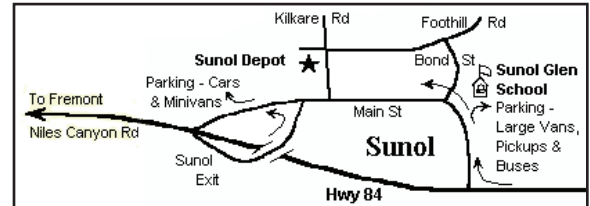
Submit photos in **jpg** format.

Each photo should have a description identifying the people in it, and the photographers credit.

BOARDING LOCATIONS

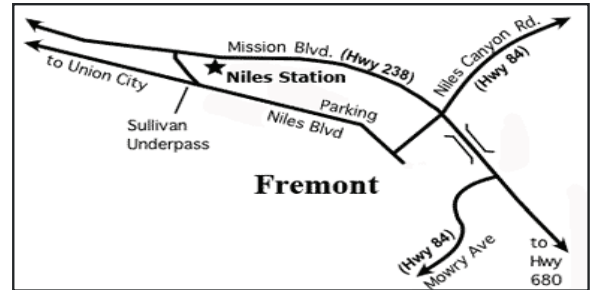
SUNOL DEPOT

6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

President.....	Tim Flippo.....	(650) 575-3341
Vice President.....	Jim Evans.....	(650) 697-9033
Recording Secretary.....	Matt Petach.....	(925) 860-4296
Membership Secretary.....	Sarah Fritz.....	(510) 754-0355
Acting Treasurer.....	Pat Stratton.....	(650) 888-8619
Director-At-Large.....		
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

OCTOBER EVENTS

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
October 3	Friday	Board Meeting	Veterans Hall	7:00 pm	- Tim Flippo
October 4	Saturday	Track Building East	Brightside	8:00 am	- Steve Knoeck
October 4	Saturday	Harvest Moon Train	Sunol	6:45 pm	- Doug Debs
October 10	Friday	General Meeting	Veterans Hall	7:00 pm	- Tim Flippo
October 11	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
October 12	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
October 18	Saturday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
October 19	Sunday	Regular Train Operations	Sunol	10:30 am & 1:00 pm	
October 25	Saturday	Brush Cutting	Brightside	8:00 am	- Mark Whitman
October 25	Saturday	MoW Fall Campout			- Doug Vanderlee
October 26	Sunday	MoW Fall Campout			- Doug Vanderlee

SCHEDULE OF EVENTS SUBJECT TO CHANGE

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 3,147 volunteer hours for the month of August. 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
Charlene Murrell
Chris Hauf
Curt Hoppins
Dexter Day
Ed Best
Henry Baum
Jackie Vlasak
James Stewart
Joe Scardino
Kent Hedberg
Linda Stanley
Mark Miller
Mary Asturias
Matt Petach
Pat Stratton
Rich Alexander
Roger Mc Cluney
Sarah Fritz
Stephen Barkkarie
Steve Jones
Tim Flippo

ARCHIVES & LIBRARY

Brian Hitchcock
Dennis Mann

CAR DEPARTMENT

Alyssa Cantz

CAR DEPARTMENT

Arthur McKenzie
Bob Moore
Brooke Murphy
Bruce Heron
Dean Valentine
Dee Murphy
Dennis Mann
Doug Debs
Garon Michaelis
Greg Gleeson
Jacques Verdier
James Baber
Joan Weber
John Link
Linda Randolph
Lou Bradas
Marshall Williams
Norm Fraga
Peter Bradas
Phil Stone
Steve Brown
Steve Van Meter
Tom Crawford

COMMISSARY

Brenda Du Charme
David Hipple
Doug Debs
Jacques Verdier

COMMISSARY

James Baber
James Stewart
Joseph Romani
Pat Buder
Ron Hook
Sally Miles

DOCENT

James Stewart
Ron Hook
Tom Stone

ELECTRICAL & SIGNALS

Bent Christensen
Curt Hoppins
Dan Lilot
Henrick Lilot
Jacques Verdier
James Stewart
Joseph Romani
Michael LaBine
Sarah Fritz
Steve Fox

FACILITIES

Bob Pratt
Brad Jones
Doug Debs
Doug Vanderlee

FACILITIES

John Zielinski
Mark Whitman
Mike Pechner
Steve Jones
Steve Meyer
Wesley Van Osdol

GIFT SHOP

Charlene Murrell
Patrice McDonald

MECHANICAL

Alastair Young
Alexander Haken
Armin Haken
Bob Pratt
Bruce Burke
Charles Franz
Chuck Kent
Gerald Dewitt
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab
Karl Swartz
Kent Hedberg
Linda Stanley
Max Young
Steve Jones
William Stimmerman

MOW & TRACK

Adam Weidenbach
Brad Jones
Charles Navarra
Chris Campi
Chris Hamilton
Garrett Hall
James Moon
Jordan Hamilton
Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Ron Thomas
Steve Knoeck

OTHER

Barry Lependorf
Curt Hoppins
Dee Murphy
Kent Hedberg
Linda Stanley
Mark Whitman
Matt Petach
Patrice Warren
Sarah Fritz
Steve Jones
Tom Eikerenkotter
Zonker Harris

TRAIN CREW

Alistair Young

TRAIN CREW

Alyssa Cantz
Brad Jones
Chris Chisom
Colin Snow
Curt Hoppins
Doug Vanderlee
Dylan Olson
Gabriel Gadzikowski
Garon Michaelis
Jackie Vlasak
James Moon
Jason Pate
Jeff Schwab
Jon Williamson
Jorg Linke
Kent Hedberg
Mark Miller
Mason Denton
Matthew James
Michael Stockwell
Peter Savoy
Ron Thomas
Sanjay Bhandari
Stephan Barkkarie
Stephen Fares
Stephen Knoeck
Tim Flippo
Warren Haack

President's Report

Tim Flippo

I am going to start out this month with the Train Of Lights. The decorating is moving along, it will be close but we should have it ready by the Bah Humbug Train. Thank you all for your help, by the time you read this we will be down to the final few weeks to decorate. If you have a free Wednesday please come out and help so we can make it to the finish line. November 9th is the day we will assemble the TOL. Then the electrical and the PA can be hooked up and tested.

I am going to try my Bylaws change again. We had a few problems with the voting last time, but we have worked on correcting them.

The reason for these Bylaws changes is two fold. The General Manager position before Dexter Day took over the General Manager position did not vote on the Board. Once Dexter took the position the General Manager position the Bylaws were changed so the General Manager has a vote on the Board which worked because he was a voting member. My changes will make it where if the General Manager is not a voting member they can still be on the Board but not be able to vote until such time that they become a voting member to conform to the ByLaws.

ARTICLE VI

(Officers and Directors)

CURRENT LANGUAGE

The elected officers of the Pacific Locomotive Association shall be the President, Vice President, Secretary, Membership Secretary, and Treasurer. There shall be three (3) elected At-Large Directors. The General Manager shall also serve on the Board of Directors.

PROPOSED IN RED

ARTICLE VI

(Officers and Directors)

The elected officers of the Pacific Locomotive Association shall be the President, Vice President, Secretary, Membership Secretary, and Treasurer. There shall also be three (3) elected At-Large Directors. The General Manager, **who is appointed**, shall also serve on the Board of Directors.

ARTICLE VIII

(Duties)

CURRENT LANGUAGE

Section 7 (General Manager):

Sub-Section 1. Duties:

The General Manager shall be appointed by the President each July immediately following taking office subject to approval by the Board of Directors. The duties of the General Manager shall be to manage the railroad activities of the Pacific Locomotive Association in a manner best serving the Association. **The General Manager shall not have a vote on the Board unless they are a voting member.**

Section 7 (General Manager):

Sub-Section 2. Authority to The General Manager shall have the authority to appoint an Assistant General Manager, subject to the approval of the President. The Assistant General Manager shall have a vote on the Board of Directors in the absence of the General Manager.

PROPOSED IN RED

Section 7 (General Manager):

Sub-Section 2. Authority to Appoint:

The General Manger shall have the authority to appoint an Assistant General Manager, subject to approval of the President. The Assistant General Manager shall **not** have a vote on the Board of Directors in the absence of the General Manager **unless they are voting a member.**

ARTICLE IX

(Board of Directors)

Section I. Composition:

The Board of Directors shall be composed of the officers, At-Large Directors and General Manager of the Association as provided for under Article VI of the Bylaws.

PROPOSED IN RED

ARTICLE IX

(Board of Directors)

Section I. Composition:

The Board of Directors shall be composed of elected officers, At-Large Directors and **appointed** General Manager of the Association as provided for under Article VI of the Bylaws.

ARTICLE IX

(Board of Directors)

CURRENT LANGUAGE

Section 2. General Powers

The affairs of the corporation shall be managed by its Board of Directors. Directors need not be residents of the State of California but must be Voting Members of the Corporation. At all times the corporation will be under the direction of the officers of the Association, each acting in his or her own prescribed capacity.

PROPOSED IN RED

Section 2. General Powers

The affairs of the corporation shall be managed by its **elected** Board of Directors. **These** Directors need not be residents of the State of California but must be Voting Members of the Corporation Members of the Corporation. At all times the corporation will be under the direction of the officers of the Association, each acting in his or her own prescribed capacity.

This will take care of the current General Manager and any of the future General Managers voting issues.

Tim Flippo
President

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton

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 serving 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. Now I have another job - to assist the Board in finding a volunteer other than me to appoint as Treasurer.

I have served as Treasurer for over 6 years. During that time there have been many ways that running a business have evolved. And yes, the PLA is a business, and we do have to keep up with the ways revenue comes to us and best business practices among our other contractors and up to 150 supporting vendors. I have had 6+ years to become accustomed to these. I have an accounting and business background, and so does my wife and PLA member Mary Asturias, who has

assisted me in this; so we may have been the ideal team to serve the PLA as financial administrators over the past few years.

The Treasurer in our nonprofit corporation must be elected; or if the position is vacated, the Treasurer can be appointed to serve temporarily until the next election. The required duties of an elected Treasurer 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.

We have been looking for a PLA member who is willing to take the Treasurer position and assume the performance of all the duties and responsibilities as they currently are. We have not found one. I think our business dealings may have reached a mass - the number of transactions, annual budget dollars, cash under management, etc. - where the current treasurer job may need to be separated from the performance of the detail financial functions. It is an inflection point for any growing business, one

requiring significant changes to maintain a path forward.

The Board must make appointing a Treasurer a top priority. With this new approach the Treasurer will oversee these financial administrative functions but will not actually need to personally perform them. There are decisions to be made to implement these changes, and the Treasurer who will be tasked with overseeing them should be involved in making them.

More directly to finances: Our operating revenue and total income are both steady, in line with our regular operations at this point in our fiscal year. The next highlight in revenue will come with TOL ticket sales.

Since the fiscal year began we have paid our insurance premiums of \$90k; and paid Alameda County its license fee for our use of the Niles Canyon right-of-way. Still to come, expenditures are surging ahead with equipment being readied for TOL, and other projects pushing for completion before operating the TOL takes us all over until January. We are having 250 ties replaced for \$40k, we are purchasing passenger car restoration parts for about \$40k, and we have purchased two utility carts for \$42k, so I look forward to the revenue bump from those TOL ticket sales.

Thanks for tuning in. Next month I promise to try and leave the Treasurer acquisition alone.

Pat Stratton

Acting Treasurer

treasurer@ncry.org

650-888-8619

TOL Commissary Training Saturday Nov 15

Intro for new volunteers, refresher + new info for experienced ones

Hot lunch will be provided
(\$7 donation pls.)

10:00am Brightside yard,
meet at Blake's Palace
+ + + + PLUS + + + +

Interested in becoming a TOL Cocoa Captain?

Meet 9:15am Sat Nov 1 or 9:15am Sat Nov 15
at Blake's Palace in Brightside yard.



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

By the time this issue hits the newsstand, (a reference to the bygone era when folks got their news from kiosk that sold actual paper documents with the latest information) the die will be cast for the 2025 Train of Lights. The schedule is set, crew sign-ups have been out for weeks, Santa's helpers have been festooning holiday decorations, volunteers have been readying the track for the winter, and the final operations of the summer will wrap up with steam trains closing out another banner year for the Niles Canyon Railway.

A mild summer has made for good conditions to build and repair railroad tracks as well as repair equipment outdoors, but fall is always the turning point. Our regular maintenance of way crews have been busy replacing worn-out ties and especially headblock ties that control the position of the switch points on a turnout. These key timbers have been in the ground for many years and, though difficult to replace, are critical to the safe operation of trains. We are fortunate to have new replacements on-hand, being surplus from other projects, and experience installing them right the first time eliminates the time-consuming task of readjusting the switch stand. On several Wednesdays, crews would install a dozen cross-ties, tamp them up and dress ballast in six hours. (Often after doing an hour's worth of hanging lights on a passenger coach beforehand.) The Covid shutdown may have gotten us behind on tie replacement, but we are making up for it with gusto. To add to our efforts, we have hired Railworks contractor to install a full truckload of ties in the area between Dresser and Farwell bridges. Their forces can install fifty ties a day and with their help we will have changed over three hundred ties this year. This is a pace I would like to continue next year as well; it will get us back on schedule to become the best



Stephen Barkkarie photograph

First Saturday Makers of Way profiling track.

excursion track around.

The window repairs on the WP 315 have wrapped up for the season with another six frames brought back to original condition. One more season and they should be complete and then the ceiling can be replaced. Having to put the car into service each winter may slow down the restoration, but we must make compromises, and the system seems to work. The same thing happens to most projects, like SP 139, when we have to put all hands to work on the holiday behemoth. It is what pays for all the restorations.

Regarding cars in service, our resident coloration specialist is attempting something never before seen at the NCRy. Chris Hauf has been preparing our SP 2101 passenger coach for painting while it is still being used for regular service. Each weekday between runs the car has been needled sanded, or sanded, or scraped

by Chris and a small group of others (like myself) with the goal of having the gray primer, on the South side at least, become shiny Pullman green in time for Christmas duty. This will be a welcome change from the shabby chic livery she has sported for so long. More hands would make this job go faster, so if you ever wanted to see how a caterpillar becomes a butterfly you should contact Chris or myself and take the first step toward a more colorful life.

Our Articulated coach has finally recovered from the rodent attack of earlier this year. Thanks go out to Doug Debs, Steve Brown, and Jaques Verdier for their massive efforts. The car has been fumigated, cleaned from floor to ceiling, seat pedestals repainted, upholstery repaired, every seat shampooed, treated with stain block, and all the entrance points sealed off from vermin. The car looks better than ever and has that new car

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie

smell.

At our Western terminus we are sprucing up the station for the season. Our caretaker Bob Bailey has been painting up the ticket office and shelters. Mark Whitman and Allison Halll are upgrading the cover over the ticket line with a retractable awning that will be a labor saver for our volunteers and improve the look. Rich Alexander and I have come up with an idea to light the farthest reaches of the parking area near the Parlor car boarding area. (If it works out, we may do the same thing for Sunol.) Also, shipments from Santa Clara have been arriving including the bearing and motor for the turntable and the rails for the engine stalls in the roundhouse. All materials are expected to arrive before the end of the year.

Out on the Eastern front, Caltrans has finally completed the repair of the drainage failure under the 680

September New Student Brakeman Class



Kris Brandenburger, Steve Brown, Ronin Carniato, Greg Gleeson, Alexander Haken, Armin Haken, Mike Nott, Jesse Olague, Mike Stiber, and class instruction team members Kent Hedberg, Jorg Linke and Mark Miller.



Adam Weidenbach photograph

Unloading ties by Farwell Bridge.

overpass and removed the silt from our right of way. Now that the excess water has been rerouted, we are free to repair the erosion it caused on the roadbed. That work I thought to be years off, but our track has been laid beyond the Pleasanton-Sunol Rd. Bridge (called in-house, Castlewood Bridge) already and shows no sign of slowing down. We will be closing in on the overpass before you know it.

In closing we are holding our 2nd annual members camp-out later this month out in the canyon. All spaces are full for this year, but we hope to expand it for next year. Just a way to reward our loyal volunteers and let them enjoy the fruits of their labor. So, if you like fruit...

See you down the line,

Stephen Barkkarie
General Manager

NILES CANYON RAILWAY

Passenger Car Parts Salvage Expedition

Continued from Page 1

and THA worked together to salvage walkover seat frames & cushions, ceiling light fixtures & fans, baggage racks, etc. Interior parts were packed into 20' cargo containers. This was a big job, even though THA had done much prep work. We also removed rusted-in-place locking truck center pins – a learning experience – to protect the trucks as the carbodies are removed.

NCRy is buying the best pair of trucks, and the special Sharon couplers. THA will salvage these for us. Car trucks, couplers, and containers will be trucked to NCRy when all is ready.

NCRy volunteers: Jim Baber, Doug Debs, Justin Legg, Dee Murphy, Brooke Murphy, Mike Pechner, & Peter Savoy. THA volunteers: Jacob Cowan (Gen'l Mgr), Ben Danner, Andrew Diltz, Wes Fulton, Jack Jenson, Bill Kriner, Sean Mitchell (Pres.), Chet Ogan, Tim Patten, Haven Rich, Rod Robinson, & Thadeus West. Special thanks to Wes, Rod, Jacob, & others.

Doug Debs



Doug Debs photograph
Interior view of one of the cars.



Mike Pechner photograph
Trucks. Note the date for the COTS from Feather River Rail Society, Portola.



Mike Pechner photograph
Seats were thrown out the window. Here Doug and Peter Savoy are stacking the bench seats.



Mike Pechner photograph
PLA member Jim Baber working inside the car.



Mike Pechner photograph
Weekend work party at Timber Heritage Assoc. in Samoa to salvage parts from 2100 series former SP commute subs.



Doug Debs photograph
THA volunteers helping us remove parts.

HARVEST MOON MOONLIGHT STEAM TRAIN

Saturday, October 4, 2025

Departs Sunol Depot
at 6 :45 PM

RSVP: Email or text Doug Debs at
dougdebs2472@yahoo.com
or 650-704-1487

Tell us your name, # of people
and if you are bringing a dish.

NILES CANYON RAILWAY

Membership

Sarah Fritz

New Members:

Rhoda Anderson; Laurie Anderson; Lexa Anderson; Lilah Anderson; Philip Anderson; Warren G Anderson; Charles W Clay; Arthur McKenzie; Christopher McKenzie; Barbara J Miron; Mike Nott and Michael Stiber. Welcome!

Matthew James has requested voting status. He has met the requirements in the By-Laws and the board has approved his request. Voting will take place at the October 10th General Meeting in person and online.

The Train of Lights is coming fast! Ticket request forms for the 2025 TOL Volunteer Train have been mailed out so you should be receiving them shortly. As a reminder, volunteers earn

one ticket for every thirty hours they volunteer, up to a maximum of six tickets. Please keep in mind that the deadline for returning your ticket form is October 15th. I will be processing your requests through FareHarbor as they come in to keep track of how many tickets are being requested for each day. You should receive an email notification once this step is complete, as well as additional email just before the event. If you have any questions, please contact me at:

membership@ncry.org

Sarah Fritz
Membership Secretary

Brush Cutting

Mark Whitman

Both the Wednesday and Saturday crews continued trimming both west and east of the Hearst Siding switch. The Wednesday, August 20 crew consisted of Brad Jones, James Moon, Garret Hall, Steve Knoech and Mark Whitman. The Saturday, August 23 crew consisted of Adam Weidenbach, Garret Hall, Chris Campi, Steve Knoech, and Mark Whitman.

As branches of the large oak tree next to the 601 shed were getting too close to the overhead wires and the canvas of the 601 shed, on Wednesday, September 3 we used the bucket truck to trim the branches away from the wires and the shed. Hopefully, this will cut down on the number of mice and rats that are getting in the 601 shed. The crew today consisted of Brad Jones, Steve Meyer, and Mark Whitman.

Steve Barkkarie informed me that he had struck a deal with the contractor working under the 680 bridge. Steve agreed that we would chip the brush that the contractor generated in exchange for the contractor moving some extra dirt for us.

On Thursday, September 4 we took the chipper off the rails and towed it to just east of the 680 bridge. We arrived to see that they had stacked the brush which was very dry and is harder to feed through the chipper. The brush was also packed very tightly with large logs mixed in. Luckily, Steve Barkkarie showed up with the backhoe to help pull the piles apart and to feed it in the chipper. The crew was Brad Jones, Steve Barkkarie and Mark Whitman.

To help us stay ahead of the track building east crew two members of that crew joined the brush cutting crew. We took the chipper, the bucket truck and the backhoe and started major trimming just east of the 14th tee. We also dug out approximately 40 very small trees. The crew today consisted of Brad Jones, John Zielinski, Matt Petach, John Zielinski, Steve Barkkarie and Mark Whitman.

November's Membership Meeting Entertainment

Friday, November 14th

This will be shown at 6 pm SHARP

(Membership Meeting to follow at 7 pm)



Warren Haack will show
Catenary Video Productions feature film:

"Santa Fe in California"

including HD footage of
History (including rare footage of 2-10-10-2 # 3001)
Steam to Diesel Transition
LA Mission Tower
Redondo Roundhouse
Cajon Pass
Passenger and Freight Operations
Oakland Station and Nearby Shortlines

Tales of the Past

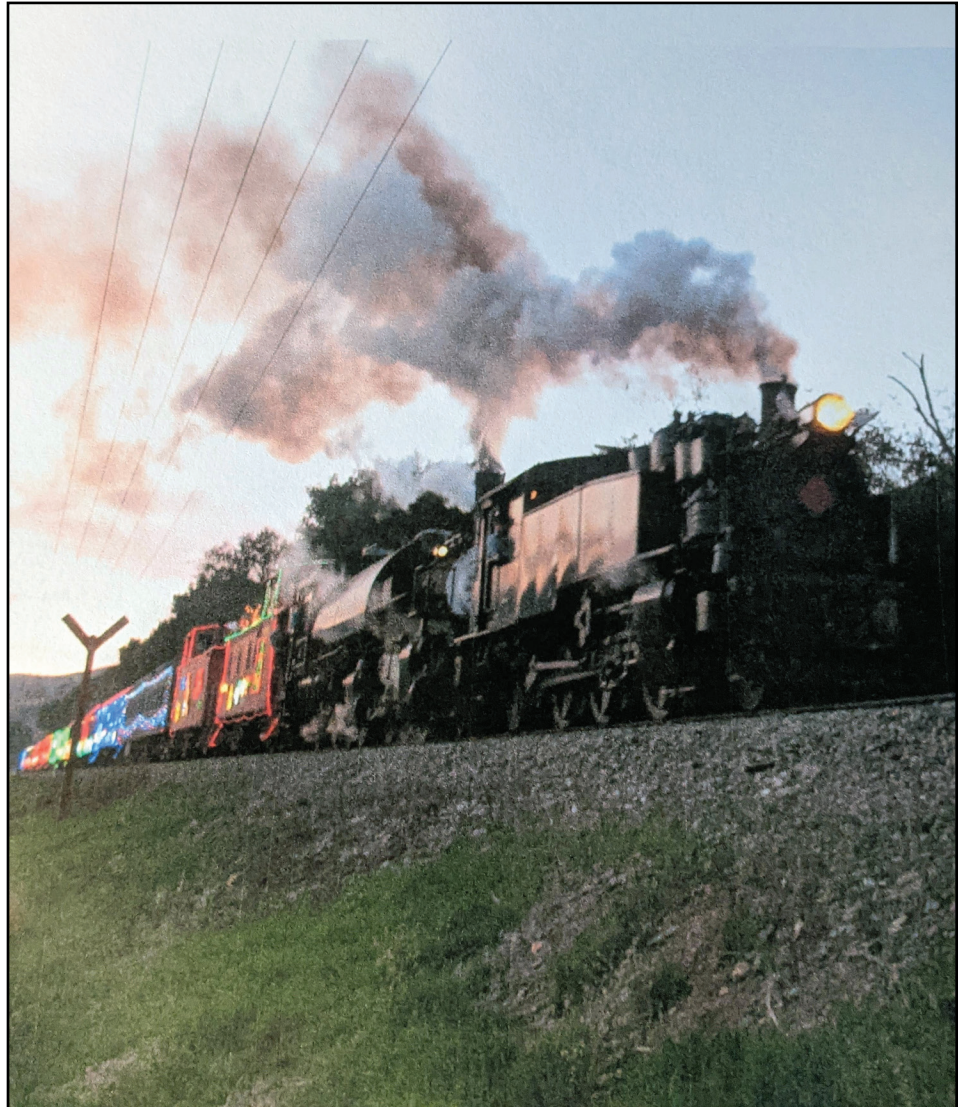
Dexter D. Day

This Month's tale:

IT IS SEPTEMBER! WHAT DO YOU MEAN IT'S TIME TO DECORATE TOL?

It is not winter yet, looking at the calendar, it's not even Thanksgiving. Heck, the turkeys haven't started running for cover yet! But here we are putting Christmas lights onto the side of our cars inside and out for this year's "TRAIN OF LIGHTS". There seems to be something wrong with this picture. As each year passes, it seems that the start date to decorate the TOL keeps getting adjusted and it always seems that it always has an earlier start date to get that year's TOL underway. At one time, we attacked the whole train the day after Thanksgiving. "To be fair, the train you might say was really a lot smaller then". You might say, there are now more decorations on the Dome car by itself than we had on the whole train that we decorated the weekend after Thanksgiving for our first train. The decorations we used were not all bought, but most were donated by our members. "You know! Those old string of lights that have been sitting in the garage, but have not been out of that box in years". Also, a lot of them were hand made by our members that was what we had to work with. We also were only looking at four cars to start with, and we are only decorating on one side of the car and not above the belt line. Today, the decorating crews would have that first TOL train done before lunch on the first day.

For our organization, this was all something completely new which we had never done before. "A night operation on the NCRY?" So why now? It was our train crew at the time that wanted to do a night operation so that they could use the new lanterns that they just got. They just had some training in their use and wanted to try the training out. Being in charge of operations, I agreed to it with the



The ultimate solution to a dull TOL season if we ever had one. A double header with steam and a fully decorated Christmas train.

stipulation that they hook me up with a generator on the engine with an electrical cord to the train.

That all was accomplished and during the week after Thanksgiving, we got together and placed the Christmas decorations on the southside of the equipment that we had to use. This

was a new experience for our crew at that time. Whoever thought of putting decorations on a side of a railroad car in those days and run it on the railroad? The first year went off without too much trouble. In fact, it turned out better than we thought it would. In PLA tradition, we put a piece of cut plywood over a few

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

seats as a table in the SP 1949 and had plenty of food and of course, Christmas cheer. The first year we ran a couple of runs to the end of track at that time. You could say all had a great time. The following year, we did the same and the train was a few cars longer and the run was a little longer and the train was a little brighter. The run was almost the same as the first year, but it had more amenities you might say. But, when we arrived back at Sunol, the parking lot was full of people. What? It comes to be that a radio station was saying we were giving Christmas train rides on the NCRY.

Really! Well, that is what we did, we ran two trains to clear the parking lot. We thought about what just happened in the months that followed. The BOD decided next year we would open the train up to the public along with our association runs. We passed the donation box just like we have done for years. By the third year, we decided that this method in fare collection has outdated itself. We set up a ticket booth and sold tickets for the Train of Lights. The rest is now history.

We have been doing the TOL every year since 1997. It seems that each year the train has various changes in decorations. One year we had the whole train decked out with under trim with lighted icicles. That only lasted

Continued on next page



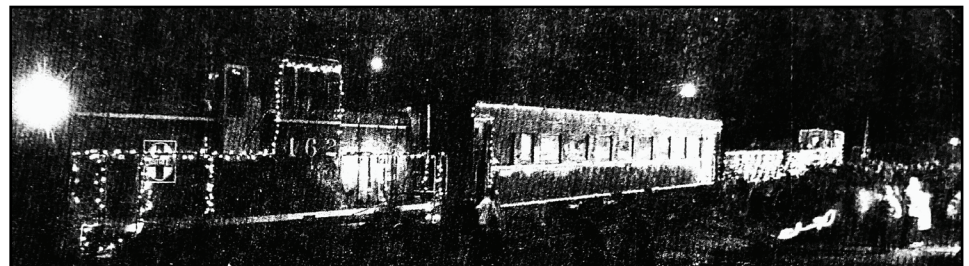
Another shot of early TOL. You might say we have come a long way. But people liked it. Lights hung on a train? Wow!



In the beginning, we had handmade lighted displays. The rope light displays were just hitting the market at that time.



As the years passed, you might say we picked up a little in the style we decorated the TOL. The year of icicles.



Members night the second year we did it. Radio station said we were offering train rides. Voila, TOL was born. That is a sea of people.

Tales of the Past

Dexter D. Day

Continued from previous page

a few years. They were too hard to maintain. It is once again time to look at finishing off decorating another TOL for this year's Holiday runs. We always can use more hands in accomplishing this task in getting this train ready and in manning various positions on board the TOL when it is operating. We always can use your help and it is fun. It is also a good way to get into the Holiday spirit.

With that said, another tale has come to a close.

Dexter Day
Operations Manager



The way it was. String of lights and a few deco ornaments. People loved it. Each year we improved and the train kept getting longer.



Another look at the TOL in full drag for Christmas. The train was not as long at that time.



Final look at TOL in the past. They don't have some of this stuff for decorating today. But fun while it lasted.



A TOL of the past when you still were able to get the decorations that we used on it. Like sliding Penguins.

NILES CANYON RAILWAY

Rich Anderson, a PLA Life Member



A happy Rich Anderson in the engineer seat of Western Pacific F7A #918, 2016.

Rich Anderson, a proud Pacific Locomotive Association life member, passed away on May 9 at age 92 from complications of Parkinson's Disease. Until just a few years ago he was active at Niles Canyon Railway.

Rich was born in San Jose and grew up in Mountain View. He was drafted into the Navy serving as a hospital corpsman. His work career included moving houses where he learned to operate large equipment. After appropriate schooling he operated mortuaries for many years.

Rich had a great fondness for trains as evidenced by his over 25 years of volunteer work at NCRY where he worked on maintenance of way, restoration projects, diesel locomotive maintenance and in-engine service. He was a quiet, respectful person who as a senior engineer was happy to train many new NCRY firemen and engineers. His heavy equipment operating skills and general knowledge of using tools were very useful on many Niles Canyon Railway projects. Of all his rail related tasks, his favorite was occupying the engineer's seat on a diesel locomotive. He often spent several weekdays each week at Brightside Yard assisting with all types of railroad tasks. He regularly volunteered as engineer for switching, school trains, Train of Lights and other

special operations.

Despite his caution in operating equipment, on a couple occasions Rich was the engineer when during a switching move a piece of rolling stock left the rails. Of course, he was not happy with the derailments but diligently worked to get the equipment

back on the track. He insisted these events helped all involved gain new knowledge.

A lasting part of Rich's legacy at PLA was his financial contribution toward funding the acquisition of former Southern Pacific switcher SW900 #1195.

How to Sign up to Volunteer for Train of Lights Opportunities

Go to **ncry.org**.

Under **About**, Click on **Members' Website**. You do not need to log in for commissary opportunities, or helpers on the dome and parlor cars, and you do not need to be an NCRY member.

But if you want to sign up for a captain position for commissary, cocoa, dome, or parlor, or Santa, you will need to log in first to see the available dates.

Under **Volunteer**, Click on **Volunteer Opportunities** You'll see the volunteer spots.

Look for **2025 ToL opportunities**. To sign up, click on the **Green Volunteer button** to the right of the opportunity.

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

Scroll to the bottom and click **Add this Volunteer**.

It will look like you have to put in your information again, but don't.

Scroll to the bottom again and check the dates you signed up for, and click **I'm Done Adding Volunteers**.

It will again show what you signed up for. Then click **Finish and Save**.

Record your sign up dates on your personal calendar so you don't forget! You will get a reminder as to when you signed up to volunteer.

Need help? Contact me and tell me which date/dates you want to volunteer and I'll walk you through to sign up. Dave Hipple can also help.

donna alexander
station-agent@ncry.org
510-996-8420

or

Dave Hipple
david.hipple.live@gmail.com
925-321-5958

NILES CANYON RAILWAY

Train of Lights 2025: Time to get Ready

Commissary Training Session For Cocoa Captains Nov 1

Training for new and returning Cocoa Captains Nov 1 at 10am: We are in need of more Cocoa Captains to work on TOL this year. This is the person who works in the ADL and makes hot cocoa for the entire train. There will be a special training meeting for new Cocoa Captains on Saturday Nov. 1 at 10am. This is for all of you who are, or who aspire to be, a Cocoa Captain. We will meet at Brightside yard at Blake's Palace (Niles end of the yard) and then walk to the All Day Lunch (ADL) car in the train. Experienced Cocoa Captains are invited to attend to receive updates and refresher training. After the training time, lunch will be provided at Blake's Palace at noon (\$7 donation suggested). Please RSVP to myself or Doug Debs (emails below) if you are coming!

Training for all other commissary people is on Saturday, Nov 15.

For ALL our NCRY commissary volunteers: there will be training sessions on **Saturday, November 15.** Training will be at Brightside yard. This is located at 5550 Niles Canyon Road, about 4 miles east of Mission Boulevard in Fremont and 2 miles west of our Sunol Depot in Sunol. We expect to be done by noon, so you can stay for lunch (nominal donation suggested). Please RSVP to myself or Doug Debs (emails below) if you are coming!

Meeting No.1 for all Captains: meet at 9:15am for refresher and updates. This is for ALL new and returning Commissary Captains, Dome Car Captains, and Parlor Car Captains. Cocoa Captains who did not attend the Nov 1 meeting need to attend as well. Meet at the Commissary shed (at the east (Sunol) end of the yard). If you have worked commissary as a crew member on TOL twice or more, and want a "promotion" to captain, please come to this meeting.

Meeting No. 2: All volunteers who are **NEW to TOL commissary please come at 10:00 am**, meet at "Blakes Palace" at the west end (Niles end) of the yard. There will be someone at the gate to direct you. If you have volunteered before and want a refresher, you are welcome at the 10:00 am session too. After the training, we ask those who can, please stay and stock the train. We expect to end by noon.

The 10:00 am training includes a walkthrough of all the commissary locations on the train, description of each job at each location (from experts who have done it successfully and have maybe learned the hard way). Plus we will look at the location of all commissary supplies in the yard, and we will learn how to provision the train (by doing it!).

If you have (1) previously attended a training session, (2) filled out the Liability Release Form, (3) feel comfortable to follow all safety rules and (4) have already volunteered in the area you want to sign up for, you may skip this training this year.

All volunteer spots for TOL are now live on the NCRY web page. If you forgot how to sign up to volunteer, instructions are on Page 13. We hope you are so jealous of the TOL volunteers that you want to sign up and do it yourself this year! For those who have done this before, we hope you enjoyed working on the TOL so much last time that you are eager to sign up and do it again this year.

Dave Hipple, David.hipple.live@gmail.com

Doug Debs, dougdebs2472@yahoo.com

TOL Commissary Training Saturday Nov 15

**Intro for new volunteers, refresher
+ new info for experienced ones**

**10:00am Brightside yard,
meet at Blake's Palace**

**Hot lunch will be provided
(\$7 donation pls.)**

++++ PLUS +++++

**Interested in becoming a
TOL Cocoa Captain?**

Meet 9:15am Sat Nov 1

or 9:15am Sat Nov 15

at Blake's Palace in Brightside

Beer on the Rails

June 1, August 3, September 7

All 3 trains had sell-out crowds of happy passengers!

We featured hard ciders from Chapter 11 Cellars (San Jose), and beers from Devil's Canyon Brewing (San Carlos), Freewheel Brewing (Fremont & Redwood City), Olfactory Brewing (San Francisco), Original Pattern Brewing (Oakland), and 21st Amendment Brewing (San Leandro).

Many thanks to the train, depot/ticketing, and commissary volunteers who made these trains such a success! Commissary volunteers this year were Pat Buder, Laura Bajuk, Ed Best, Julie Bishop, Steve Brown, Doug Debs, Crystal Campisi, Brenda DuCharme, Kathy Fields, Jack Harrington, Sally Mills, Robert Giles, Greg Gleeson, Sheree Jordan, Patrice McDonald, Charlene Murrell, Joe Romani, Tim Rumbolz, Colin Snow, Jacques Verdier, and Marian Wetzel. Special thanks to Roger McCluney for arranging for Calif-ABC 1-day beer licenses, and delivering umpteen cases of Evergood sausages for the beer-tasting trains and regular family trains.

Doug Debs

Commissary Manager

NILES CANYON RAILWAY

Heritage Rail Alliance Fall Conference Durango, CO

I represented the PLA and the NCRy at the Fall Conference of the Heritage Rail Alliance held at the DoubleTree Hilton Hotel. I attended several seminars, the best of which was entitled Next Generation Strategies: What's Working and Why, hosted by the HRA's Next Generation Committee.



It was an interesting discussion of museums who are succeeding in bringing in younger volunteers and paid staff for the for-profit operations. While I learned that we are doing the right things working with Community Colleges and Universities, as well as high schools when appropriate. We just need to be doing more of it. We need to refocus our efforts attracting youthful volunteers and members.

Being part of this organization for many years has paid off, and this year we were the recipient of their Significant Achievement award for Diesel locomotives due to our operating the SP9010 locomotive as a fully functioning locomotive. They referred to it as "the most difficult diesel restoration ever attempted". That's

a huge accolade. It's so cool, I don't care that the award says it is for the restoration of South Pacific Diesel-

Hydraulic #9010. Not everyone knows the SP like we do.

Henry Baum

2025 Train of Lights Schedule

4:30 pm trains depart from Niles/Fremont Station and return at 6:00 pm
7:30 pm trains depart from Sunol Depot and return at 9:00 pm

Nov. 17	Monday	TEST TRAIN - Niles - 6:00 pm
Nov. 21	Friday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Nov. 22	Saturday	Niles Public Train - 4:30 pm
Nov. 22	Saturday	VOLUNTEER TRAIN - Sunol - 7:30 pm
Nov. 23	Sunday	VOLUNTEER TRAIN - Niles - 4:30 pm
Nov. 23	Sunday	Sunol Public Train - 7:30 pm
Nov. 24	Monday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Nov. 28	Friday	CHARTER - Sunol - 7:30 pm - Sunol Residence
Nov. 29	Saturday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Nov. 30	Sunday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 2	Tuesday	CHARTER - Niles - 4:30 pm - Mommy & Me
Dec. 2	Tuesday	CHARTER - Sunol - 7:30 pm - Rotary
Dec. 3	Wednesday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 5	Friday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 6	Saturday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 7	Sunday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 8	Monday	Niles Public Train - 4:30 pm
Dec. 8	Monday	CHARTER - Sunol - 7:30 pm - Emma Smith School
Dec. 10	Wednesday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 12	Friday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 13	Saturday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 14	Sunday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 16	Tuesday	CHARTER - Niles - 4:30 pm - PG&E
Dec. 16	Tuesday	CHARTER - Sunol - 7:30 pm - Girl Scouts
Dec. 17	Wednesday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 19	Friday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 20	Saturday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 21	Sunday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 22	Monday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 27	Saturday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 28	Sunday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 29	Monday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm
Dec. 30	Tuesday	Niles Public Train - 4:30 pm / Sunol Public Train - 7:30 pm

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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Time Sensitive Material



The 713 arrives back at Sunol just after sunset.

Ron Hook photograph