



THE CLUB CAR



Bulletin 747

Pacific Locomotive Association, Inc.

November 2025

Remembering Dave Burla



Alan Siegwarth photograph

Dave Burla operating the boom truck while removing the Quincy #2's side tanks. Dave Loyola on the ground, Jeff Schwab on the locomotive front and Johnathon Kruger rigging on top of the tank, November 4, 2006.

INSIDE THIS MONTH

- 2** Meeting Schedule
- 4** The Passing of Dave Burla
- 5** Treasurer's Report
- 10** Tales of the Past
- 14** Cal Trans work under I-680

STACKTALK - The past couple months have been rough with the passing of several of our long-term PLA volunteers – Richard Anderson and Dave Burla. Richard's death was covered in a past issue of the Club Car but I wanted to express our department's gratitude for his efforts in the Canyon – we miss him greatly.

The recent passing of long-time volunteer Dave Burla is another big loss for PLA and the Steam Department.

Dave was a dedicated volunteer who was involved from the very early days of the organization at Castro Point, through the move to the Canyon from Castro Point and the development of our Railroad in Niles Canyon. Dave was a consummate gentleman who always had a smile on his face, never raised his voice and based on years of working with him didn't ever seem to get angry or frustrated even when things

Stacktalk 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,

NOVEMBER 7

7:00 PM

GENERAL MEETING

FRIDAY

NOVEMBER 14

7:00 PM

BOARD MEETING

FRIDAY,

NO DEC. MEETING

7:00 PM

GENERAL MEETING

FRIDAY

NO DEC. MEETING

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.

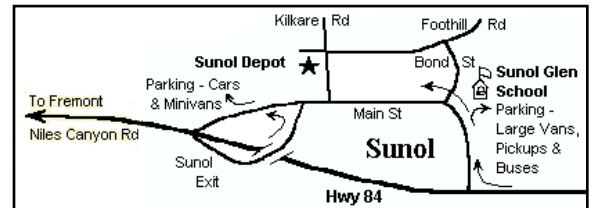
Submit photos in **jpg** format.

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

BOARDING LOCATIONS

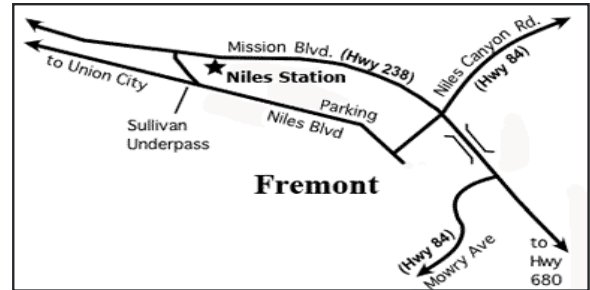
SUNOL DEPOT

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
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Director-At-Large.....	Mark Miller.....	(510) 502-8521
Director-At-Large.....	Patrice McDonald.....	(408) 772-9278
General Manager.....	Stephen Barkkarie.....	(510) 368-1733

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		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

NOVEMBER EVENTS

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
November 1	Saturday	Track Building East	Brightside	8:00 am	- Steve Knoeck
November 2	Sunday	Public Speeder Rides	Niles	9:00 am	- Bob Pratt
November 5	Wednesday	MoW	Niles	7:30 am	- Ron Thomas
November 7	Friday	Board Meeting	Veterans Hall	7:00 pm	- Tim Flippo
November 12	Wednesday	MoW	Niles	7:30 am	- Ron Thomas-
November 14	Friday	General Meeting	Veterans Hall	7:00 pm	- Tim Flippo
November 19	Wednesday	MoW	Niles	7:30 am	- Ron Thomas

🔧🔧 SCHEDULE OF EVENTS SUBJECT TO CHANGE 🔧🔧

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,732 volunteer hours for the month of September. 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
Dexter Day
Ed Best
Henry Baum
Jackie Vlasak
Joe Scardino
Kent Hedberg
Linda Stanley
Mark Miller
Rich Alexander
Stephen Barkkarie
Tim Flippo
Tom Eikerenkotter

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Kim Lilot

ELECTRICAL & SIGNALS

Michael LaBine
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Bob Bailey
Charles Franz
Doug Vanderlee
Henry Chandler
Howard Wise
Karl Swartz
Matthew James
Patrice McDonald
Steve Jones
Steve Meyer
Steven Brown
William Stimmerman

MOW & TRACK

Adam Weidenbach
Garrett Hall
John Zielinski
Mark Whitman
Matt Petach
Maxwell Young
Ron Thomas
Sarah Fritz
Stephen Knoeck

OTHER

Barry Lependorf
Patrice Warren

OTHER

Zonker Harris

TRAIN CREW

Alastair Young
Alussa Cantz
Brad Jones
Charles Navarra
Chuck Kent
Colin Snow
Dylan Olson
Gabriel Gadzikowski
Gabriel Gleeson
Gabriel Michealis
Greg Gleeson
James Moon
James Stewart
Jason Pate
Jeff Schwab
Jesse Olague
Jon Williamson
Kris Brandenburg
Logan Rubasky
Mason Denton
Michael Stockwell
Norm Fraga
Sanjay Bhandari
Scott Crislip
Stephen Fares
Ted Unruh
Warren Haack



Chris Hauf photograph

Keeping them clean! Who knew you had to dust on a railroad, but our Signal Department makes sure every lens on every signal at every crossing is free of obstructions during their periodic inspections. Here a father and son team tackle to cleaning of one of our Brightside crossing wig-wags.

NILES CANYON RAILWAY

President's Report

Tim Flippo

Well, it is November already. The first run of the Train of Lights is less than two weeks away. I want to thank everyone who volunteered and pitched in to put it together! It was great to see many of the regulars and all the new helpers. I am hopeful they all will be back next year. It is always great to see it snaking through the canyon.

If you are wondering what happened to my Bylaws change, I pulled it because the last change came up short just like my first try. We have roughly 2/3 of the voting members that vote but we have 1/3 that do not vote which leaves us short of the needed count to pass.

The Harvest Moon train has come and gone. My thanks to Doug Debs and his helpers for all the work they put in it. If you made the ride it was a good time. We did have a few hiccups such as one generator that quit running and the second generator that would periodically shut itself down. It was nice to find out the problems before the Train of Lights and get the problems fixed.

The regular operations for the year have come to a close. Overall we had a good year. Next season operations will start again in March like in 2025. That gives us time to recover from the Train of Lights.

Unfortunately, two of our members passed away. I had the honor of being present at both of the services. The first was for Alan Frank and the second one was for Dave Burla. They will both be missed.

Mason Denton and Geron Michaelis have been working on the 918 and picking up pointers from Howard Wise. It is possible we could have it back running again next year. As of now there will not be a Board meeting or General meeting in December due to everyone busy with the Train of Lights.

Tim Flippo
President

November's Membership Meeting 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"

The Passing of Dave Burla



Chris Hauf photograph

It is with great sadness that we recognize the passing of a person who did so much for our organization during the last 50 years.

Dave Burla joined PLA in 1972 at a time when we were at Castro Point in Richmond working with an approximate annual budget of \$1000. In an environment much different than today's Pacific Locomotive Association, Dave was a key person responsible for our success, always there when the need arose to maintain our track, preserve our equipment, help move in new rolling stock, and operate our trains.

His devotion to PLA continued with our move to Niles Canyon where he was actively involved in new track construction, equipment restoration and maintenance and available every year as the tallest PLA member when the need arose in the decoration and holiday light installation for Train of Lights. Dave was also a skilled Steam and Diesel Locomotive engineer until very recently on the Niles Canyon Railway.

Administratively, Dave served as Chairman of our nominating committees in annual PLA elections for the past several years.

Dave was always a very pleasant fellow with a great sense of humor and a pleasure to work with on any of the variety of tasks presented during his many years as a member of the Pacific Locomotive Association. He will be greatly missed.

Jim Evans



Chris Hauf photograph

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton

To the Membership

Speaking of our financial statements for September 2025, and the 3 month fiscal year-to-date: Our Balance Sheet has remained pretty stable; our cash has decreased a bit to fund our operations during these 3 months; and we have added the prepayment for a TOL Charter train. Otherwise, no big change there and all is well. October 25, the date TOL tickets will now go on sale, should make a big difference to our balance sheet - the credit card sales will be made by our ticket seller, but the PLA won't consider the cash to be spendable until each day's two excursions have been successfully completed.

The Income Statement shows revenue so far at about one quarter (excluding TOL), as it should be with 25% of the fiscal year behind us. A bright spot is regular season charters, which at 97% are much better than forecast. Gift shop sales at the Sunol Depot are strong as well. Donations are at exactly 25%.

On the expenditure side most everything is under 25% spent except elections, which is already 125% of the \$200 budgeted. Not yet a big deal, but

maybe a change to the bylaws to allow electronic voting should be explored.

With our Board meetings occurring so early each month, significant financial data for the previous month was not yet available for last week's meeting. Revenue was mostly in, but the same couldn't be said for expenditures. So I will spend some time with our many donors.

I see these donations as indicators of our members and the public's interest in these various projects - a useful guide to help us set priorities for repairs and restorations. For data I will go to the April 1 to June 30, 2025, three-month period (the fourth quarter of our previous fiscal year). During that period there were 6 people who each donated \$100 or more to the General Fund or a specific project; 4 persons who each donated \$500 or more; and 2 persons and one corporation who each donated \$1,000 or more. (In fact, the corporation was Kinder Morgan, and they donated \$10,000.) The total of donations received for the quarter was \$19,593. These came from 75 known individual donors; and many hundreds of anonymous donors (these all go into

the General Fund) who gave usually small amounts on the train at the snack bar or gift shop, or caboose or on the M200, or even by mail or credit card.

So, which projects received those donated funds? The General Fund is simply donated funds that are not designated for a specific project, but available for any purpose within our Mission. It gets all the small cash donations made to various receptacles for the purpose on the trains. The General Fund received the bulk of the funds during this period at \$16,988.

Donations made that were designated for specific projects, often for restoration, include: \$352 to steam locomotive SP1744; \$1,021 to steam locomotive SP2479; \$250 to steam department operations; \$45 to the Krauss Maffei diesel SP9010; \$85 to the California Western M200 railbus; \$462 to the Pleasanton Extension "Build East"; \$300 to the New Locomotive Shop; and \$90 in In-kind Contributions, where you can donate paid products or services instead of cash.

When all expenditures through September are recorded I'll pass along similar data tracking donations for the first quarter of this fiscal year. Also I hope to be able to report good news in the search for a Treasurer to take over the PLA's fiscal management.

I'll be taking some time off, so will not be available from this coming Monday 10/13 through Tuesday 10/21. I'll be back in time to help with the TOL ticket sales.

Pat Stratton

Acting Treasurer

treasurer@ncry.org

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

Well, here we are poised on the brink of another holiday season. Everyone has been working very hard, right up to the last minute, to get everything together and we ushered out the regular operating sessions with a steam run on a gorgeous Fall day, the third Sunday of October.

This month will see us assembling the Train of Lights, holding training sessions for train hosts and commissary crew, and testing the thousands of lights that adorn the consist. We have a couple of short weeks to get everything together for the coming season and be sure the track is ready for winter. The TOL season is when we put the most demand on our right of way, running long trains multiple times a week, handling whatever rainfall occurs, and experiencing cooler temperatures, all putting a strain on the structural components of the line. To combat this we check the culverts, lubricate switches, tighten bolts and replace worn ties. Some may recall we purchased a truckload of new mainline ties during the summer and last month we hired the folks from Railworks (the company that bought H&H engineering, our long-time railroad contractor) to install them between Farwell and Dresser bridges. Our forces have been going out most Wednesdays and replacing a dozen or so ties but these guys will replace fifty ties in a day, so they save us a great deal of time. Between the two efforts, we have changed out over three hundred ties including several switch headblocks. It is good to be back in the swing of regular track maintenance as we fell behind a bit during the pandemic when we could not work, but time and decay carried on. A couple of years like this will get us back on schedule.

Not only does Railworks do a good job of track repair, but they had asked if we would be interested in acquiring a ballast tamper they were going to de-access. I requested that they



Stephen Barkkarie photograph

MOW crew replacing ties between the bridges.

demonstrate the tamper was in good order by using it to do our work, and if we accepted their offer, it could just stay here. The tamper in question is the same model as our present machine although it can tamp turnouts, which is something we have had to do manually with a handheld compactor (not a fun job, I assure you). I was inwardly excited about the prospect but tried to keep a poker face on for negotiations. Several communications went back and forth over the scope of the work and cost because we needed to hit a target, per-tie target that would carry forward to future work. We try to keep costs down by doing as much of the work as we can other than the actual installation like laying out the new materials and cleaning up the old ties afterward. We came to terms, and they showed up on a Monday, put in fifty ties

a day for five days and were done by Friday. The tangent grade at the brick plant and Western approach to Farwell bridge is now solid and ready for trains.

The last phase of the project was for us to clean up the old ties. We are very fortunate to have a stable of useful and time-saving machines to help us do track work. For this work we used a combination of our flat deck hauler and our tie crane to collect and transport the detritus to Brightside for disposal. By this method a few people could pick up a hundred bad ties in just a few hours. Machines doing the bulk of the work and hand picking the small bits had the whole stretch cleaned up in just two days. A very efficient operation in my opinion thanks to our MOW (Machines of Way).

For disposal of the bad wood, we use the folks at Ferma Greenbox (a local

Along the Right of Way

Stephen Barkkarie

roll-off company that is our neighbor in the old quarry behind Brightside). They drop an empty 40-yard container near the track, and we roll up with a load of dead ties that then are loaded into the box with the tie crane. With a little hand stacking the can is loaded to capacity. A phone call later the box is picked up, and we are done. With Ferma as a neighbor, ordering and delivery/pick-up is easy as pie and we have a fixed cost for disposal.

In case you were wondering, yes, we did buy the tamper for an extremely reasonable price, and it came with spare parts that are worth more than what we paid for the machine. We can now tune up turnouts at our leisure without hiring a contractor.

It's always a pleasure when a job goes well with people who do good work, and if you ever feel the need to join a winning team, I can think of no better place than to join the team at the NCRY MOW.

Stephen Barkkarie
General Manager



Stephen Barkkarie photograph
Rich Alexander and Doug Vanderlee
locate fault in Stadco generator.



Stephen Barkkarie photograph
Garon, Mason, Howard and Bill supervise the repair to a truck from under the Navy Boxcar.

Commissary

Doug Debs

Open-Air Car Seat Cover Repairs

On open-air cars NCRY #1830 "K.C. Bones" and NCRY #3380 "Park", custom-made green canvas covers protect the seats when not in use. The fabric was still in good condition, but some seams were failing.

On the "Park" car, 3 seats required excessive force to jam the seat covers onto the seats. This eventually damaged some seat covers. Steve Brown and Jacques Verdier determined that the root cause was insufficient clearance

between 3 seats and the carbody sidewalls. They added spacer washers to the seat outside wall anchors, so that the former problem seats matched all the others. Voila!, problem eliminated.

Steve Brown had all seat covers from both cars repaired, and the seams reinforced, at San Leandro Auto Upholstery. This will significantly extend the life of these covers.

Doug Debs
Commissary Chairman



NILES CANYON RAILWAY

Stacktalk

Alan Siegwarth

Continued from Page 1

were not going well. his presence will be missed in the Canyon by all who knew him....

I first met Dave while helping move track material to start building the railroad. He would borrow a truck crane from his employer and spent many a day running the crane unloading rail or other lifting related needs. When PLA acquired an old boom truck for use at Brightside, Steve Slabach and Dave Burla worked on it to get it running and then he typically operated it when



Alan Siegwarth photograph

A great picture of two GREAT guys! Doubleheader Train Operations on April 29, 2007 with the Quincy #2 and Robert Dollar #3. Dave Burla was the engineer on the #2 with Henry Luna firing. These two represented a wealth of steam experience and PLA historical knowledge that is sadly gone. The Steam Department misses these two PLA volunteers greatly.



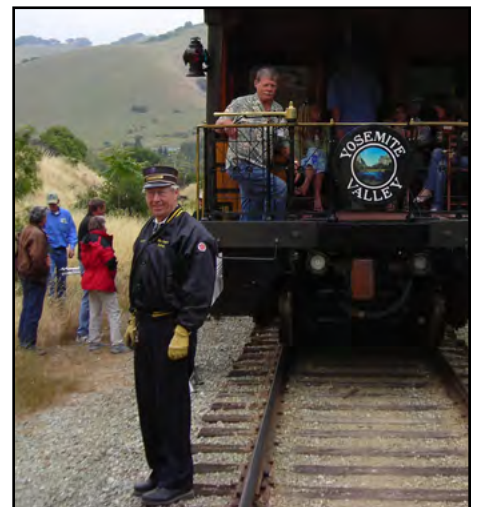
Alan Siegwarth photograph

A picture of the April 29, 2007 Doubleheader train that Dave was Engineer on in Sunol. At this point we were still working on teething rear truck issues on the Robert Dollar #3 after its eight-year restoration.



Alan Siegwarth photograph

Another picture of Dave and the crane with Dave Loyola in front removing side tanks from the Quincy #2. It is a winter afternoon at Brightside and the sun is already "setting" behind the hills on this November day.



Alan Siegwarth photograph

While digging through photographs, I found this picture of another recently passed away consummate gentleman who also was a long term, dedicated PLA volunteer - Richard Anderson. The photograph is of Conductor Anderson at a photo runby stop on the Yosemite Valley Historical Group Charter on May 15, 2007. This is how I always remember Richard – sharply dressed with a big smile on his face! You are missed Richard....

Alan Siegwarth

needed. Dave spent his volunteer time in the Canyon working in the Mechanical Department on the diesel locomotives, steam locomotives, the M200 and our truck fleet. Dave was an extremely good steam locomotive engineer and fireman and his help on the locomotives will be missed. One note is that you could always tell when Dave was engineer as being extremely tall, he did not fit well in the cabs of our steam locomotives - especially the Quincy #2. When he was the engineer, he would run standing in the doorway with his head and shoulders outside the cab a good part of the day – as he was too tall to stand up in the cab. Another memory of Dave's days operating

steam is that while many of us would swap being engineer/fireman during an operation – when Dave was called as a fireman, he fired and when called as an engineer he spent the whole day running the locomotive. I talked to him several weeks ago and when I asked about this he said he just liked to focus on doing the job he was called for well – which is something that Dave always did do!

In SP#1744 restoration news, the work on the boiler continues to move forward with Stockton Locomotive Works starting to install rigid crown stays. There are a lot of these on the firebox but these are the last of the staybolts that need to be installed –

once they are done all the firebox work will be completed!

Alan Siegwarth



Stockton Locomotive Works photograph
SP #1744 fabricated crown stay.



Stockton Locomotive Works Photograph
View of crown and flexible stays installed on the outside of the boiler. Stockton Locomotive Works.



Stockton Locomotive Works photograph
Crown stays installed in the SP #1744 boiler with more to be done.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

This Month's tale:

THE CARS THAT DO IT ALL, THE SP ECONOMY BAGGAGE CARS



Chris Hauf photograph

SP 6719 economy baggage car is now used full time as the NCRY commissary car. It has a snack bar, restrooms and a generator.

This is a tale of a series of cars that the Southern Pacific Railroad really didn't want to be constructed. But fate is the hunter. It is 1960, and time is running out on the baggage mail cars that were built as early as the 1920's and have been running ever since.

That is a lot of wear on these older baggage cars that ran the rails daily. The mail contracts were paying the bills for a decaying passenger service of the Southern Pacific Railroad. The railroad went ahead in 1960 and reluctantly ordered several Economy Baggage cars from the Pacific Car & Foundry and were designated class 66-B-2. They were ordered at the outset of the final decade of SP's passenger train service. The railroad was running

at a considerable loss due to airline and freeway highway systems. These cars were steel lightweight Economy Baggage cars which were 69 feet and weighing 44 tons. The first order was for 65 cars (6701-6765) and were classified as "Mail Baggage Express" cars which did not have any heating or sanitary facilities. Our two baggage cars 6706 and 6719 fall into that series. While 35 cars (6766-6800) were ordered in 1962. These cars included messenger facilities, heating, bathrooms and four additional roof vents. The cars that contained these facilities had a star above the SP road number, signifying the (TBM) train baggage man facilities. Our two baggage cars operated all over the SP



Dexter Day photograph

SP 6706 is the NCRY Interior Christmas Decoration car for the TOL. It doesn't move much but it plays an important role.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

system carrying express shipments, bulk magazines, catalogs and storage mail that was sealed and not sorted enroute. While in service, these cars operated across the SP system on

Continued on next page



SP Collection photograph

This is what the interior of the SP 6719 looked like before its makeover into a Commissary car.



SP Cars photograph

This picture shows the metal diaphragms that our car SP 6719 has on both ends.



Econo Baggage being unloaded with bulk mail which it carried and with large doors it could carry express freight.



SP Cars photograph

Another picture of express freight being handled along with bulk mail in an Econo Baggage car.

Tales of the Past

Dexter D. Day

Continued from previous page

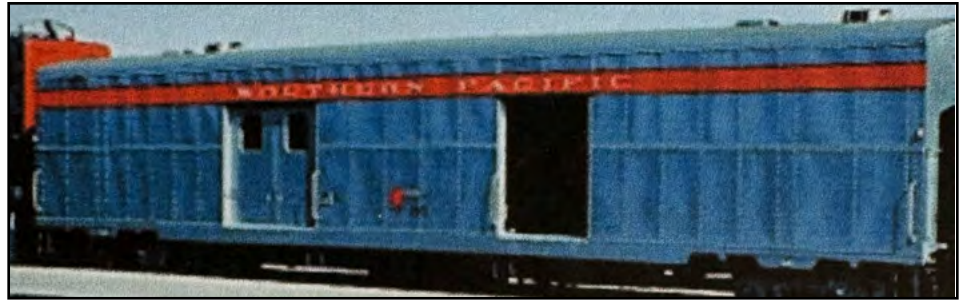
famous trains such as the Lark, Coast Daylight, San Joaquin Daylight, Sunset Limited and Shasta Daylight and any train needing a baggage car.

These SP baggage cars were seen throughout the country on various railroads since they were interchanged while in mail service. These mail cars were also handled on freight trains over various routes which they were capable of doing and that made the use of them more valuable. However, with the canceled mail contracts for the railroads throughout the country, the Southern Pacific had in the mid 1960's a lot of baggage cars and nothing for them to do. The wide loading doors gave them a useful afterlife as tool cars for the railroad maintenance of way service or stationary storage.

Several of these cars went for scrap but 6706 and 6719 lucked out. Both cars were sold to the PLA and were moved to the NCRY. Today the SP 6719, after being rebuilt by Carlo and Warren into a useful Commissary car with a generator and toilets, is used on all the passenger trains on the NCRY. On the other hand, SP 6706 doesn't have a glamor life as its stable mate. It doesn't see much operation anymore. It is assigned to the TOL as the Interior Decoration storage car. It sees some action as it is moved around at Christmas time to position it for easy access for the interior decorating crew. But it is also what you might say is the supply car for the SP 6719 for parts when they are needed. Although these cars don't do what they were designed to do, they are still providing a service for a railroad, now it's the Niles Canyon Railway.

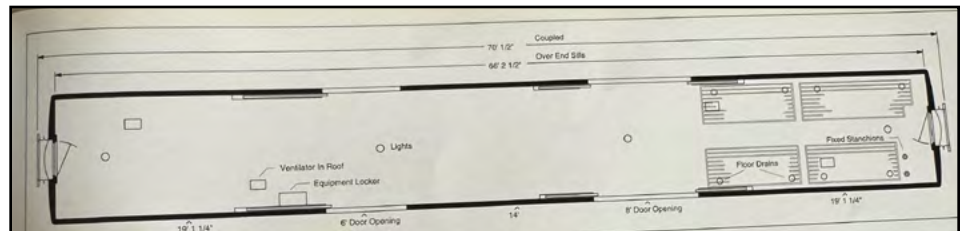
With that said, another tale comes to an end.

Dexter Day
Operations Manager



SP Manual photograph

SP 6706 before it was returned back to this original number.



Here is the diagram of the interior look of SP 6719 before it was remodeled. A lot of the car remains.



Dexter Day photograph

SP 6719 as it looks today as a Commissary car in its Christmas look for NCRY.

Brush Cutting

Mark Whitman

Wednesday September 24, we picked up where we left off in the tree tunnel east of the Hearst switch. Continued trimming trees back of the right of way and raising up the lower limbs that are considered fire ladder fuel. Crew today, Brad Jones, Steve Knoech, James Moon, Greg Gleeson, Ron Thomas, Adam Weidenbach, and Mark Whitman.

Saturday September 27, we picked up where we left off on Wednesday and continued just east of Thompson crossing. Crew today, Steve Knoech, Brad Jones, Ron Thomas, and Mark Whitman.

On the weekend of Saturday October 4 and October 5 Caltrans decided to close Highway 84 in Niles Canyon between the hours of 5 a.m. and 3 p.m. for what is called extreme maintenance. We decided to take advantage of this closure to do additional tree work alongside Brightside in an area that cannot be reached from the track. This allowed us to place the bucket truck along the edge of the highway to reach the trees interfering with the wires that we could not reach from the tracks. We removed one tree close to the west Brightside gate that interfered with the signal wires for the road crossing at Brightside. Also, the electrical wires that feed the fuel shed suffered a power failure caused by tree limbs rubbing on existing overhead wires that feed this location. These wires were strung on the existing signal poles years ago before the trees grew up into them.

I was able to trim all the limbs that were touching wires the day before this Saturday's operation. It left a large amount of tree brush down the slope that was much easier to get to and process on Saturday. Because we had a large crew on Saturday, we were able to finish all this work shortly after noon time. Crew today consisted of Brad Jones, Curt Hoppins, Garon Michaelis, Bob Bradley, Doug Vanderlee, Steve Barkkarie, and Mark Whitman.

Mark Whitman

Our Train of Lights Needs YOU!!

As of this writing, The Train of Lights is 4 weeks away, and when you read this it will be only 2 weeks away, and we still need a lot of volunteers to fill all of the spots for this year.

25 caboose hosts for the 4:30 train and 24 caboose hosts for the 7:30 train
 1 dome car captain, 9 dome car hosts for 4:30 and 15 dome car hosts for 7:30
 2 parlor car captains, 10 parlor car hosts for 4:30,
 and 16 parlor car hosts for 7:30
 12 foodies
 12 cocoa captains, 2 commissary captains, and 32 commissary helpers
 4 Santas
 3 docents

Will you be the ones to fill our positions to make this as great a year as past Trains? We're hoping.

To sign up online:
 Go to ncry.org.

Click on **Members' Website** under **About**. 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.

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

Look for **2025 Train of Lights** opportunities.
 To sign up, click on the **green Volunteer button** to the right of the opportunity.

Choose which date you want to volunteer, 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**.
If you do not click Finish and Save you will not be signed up.

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 Dave or Donna and they can walk you through to sign up.

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

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

Caltrans Completes Work Under I-680

The week of October 10, 2025 saw the completion of the Earthwork and Drainage work on our right-of-way under the I-680 overpass near mile post 39.6. A damaged culvert leading down to the trackbed from the freeway slope, as well as a clogged pipe under the track, made a mess of the trackbed under the I-680 freeway with up to two feet of mud and debris. In preparation of NCRY crew building track to Pleasanton (we now have track to MP 39.21), we negotiated the repair for the last seven years to get the repairs done. Last spring Caltrans finally let a contract for the repair and hired Serafix Engineering Contractors, Inc. to do the job. The repairs included the reshaping of the side slopes and the replacement of all of the drain pipes coming from the freeway above. The clogged 18" pipe under the trackbed was partially replaced and cleaned up in addition to a new concrete inlet box at that pipe. The trackbed was reshaped and new "V" ditches were formed to accommodate the drainage from both the track and side slopes. Our General Manager Steve Barkkarie brokered an agreement with the Contractor at no extra cost to PLA to perform some extra-work in exchange for placing the excavated material within our right-of-way and shaping it up to drain properly. This not only saved us major costs but saved us the time it would have taken for our crews to do the extra earthwork outside the limits of the Caltrans work.



Mike Strider photograph

New section of 18" CMP under trackbed.

Thank you Steve! The trackbed under I-680 is now ready for our build east crew to build track when we get a

revised survey staked and the build east crew is ready.

Mike Strider



Mike Strider photograph

Looking east. Freshly graded trackbed under I-680.



Mike Strider photograph

Looking east under I-680 with new concrete inlet box.

NILES CANYON RAILWAY

Brakeman Promotions



Sanjay Bhandari photograph

On September 21st, at the end of a successful Steam day operation, Stephen Fares was promoted from Student Brakeman to Brakeman by Trainmaster Mark Miller. Stephen, pictured in the center, was congratulated by his fellow train crewmen and Engineer Kent Hedberg. Good job Stephen!



Chris Hauf photograph

On Sunday October 12, our Trainmaster Mark Miller, presented new brakeman James Moon with his Brakeman License card after being promoted from Student Brakeman a few weeks ago. James is a very competent Brakeman, and we thank him for volunteering as part of our train crew!

TOL Traincrew Orientation / Refresher Class

Saturday 11/15. Meet at White House.

9:00am to 10:00am: Conductors

10:30am to 12:00 Noon: Brakemen

Review of TOL train operations with current updates for this year's operations.

Great way for everyone to have the same information at the start of the season!

Lunch to be available (\$7 donation requested)

Membership

Sarah Fritz

New Members:

Dom Ochoa, Norman Picker, Milan Reimer and Uwe Reimer. Welcome!

Last month we lost another one of our beloved long time members, Dave Burla. I worked my very first Train of Lights run with Dave up in the engine of 713. I was extremely nervous about messing up and definitely made a few errors over the radio to him, and he couldn't have been any nicer or understanding about it. He will be greatly missed.

Steve Meyer has requested voting member status. He has met the qualifications in our By-Laws and the Board has approved his request.

The Train of Lights Volunteer's trains are just weeks away! By the time this Club Car comes out, the October 17th deadline for returning your TOL ticket request form will have passed. However, I understand that life gets busy so if you haven't sent your TOL ticket request form in yet and you want to get your tickets, I will still take them. But please send your form as soon as you finish reading my article and I will do my best to accommodate your request.

For those who returned their form by the deadline, you should have received a confirmation email from FareHarbor for the date and time you chose. Please let me know if you sent in your request but have not received your email confirmation. The physical tickets were mailed out the week of October 20th to those who meet the deadline. Any ticket requests coming in after the deadline will have their tickets mailed out within a week after receiving the form.

Just a reminder that this year we are not mailing out commissary coupons. So please bring another form of payment for the holiday snacks and delicious hot chocolate.

Please send any questions to membership@ncry.org.

Sarah Fritz

Membership Secretary

Volunteer Train of Lights Christmas Photographs

Send your family Christmas photos taken on the Volunteer Train of Lights train to be included in the Club Car.

Send to:

clubcar@ncry.org

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Time Sensitive Material



Chris Hauf photograph

On the last Sunday of regular operations, Clover Valley Lumber Co. #4 rolls east along Highway 84 in the morning sun as it heads to Sunol to pick up the last two rides worth of passengers for the regular season.