



THE CLUB CAR



Bulletin 748

Pacific Locomotive Association, Inc.

December 2025

2nd Annual Fall Campout at Mayborg



Doug Vanderlee photograph

Left to right – Steve Barkkarie, Mason Denton, Sarah Fritz, Mark Miller, George Schnurie, Greg Gleeson, Chad Linke, Joe Chavez, Gabe Gleeson, Tim Flippo, Garon Michaelis, Henry Baum, Patrice McDonald, Curt Hoppins, Alyssa Cantz, Wes Swift, Chuck Kent, Jorg Linke, and Chris Campi, not pictured Mike Strider and Doug Vanderlee.

INSIDE THIS MONTH

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The 2nd Annual Fall Campout at Mayborg was Great! Twenty-one people attended the event. Long, long ago, the Steam and MOW Departments organized work campout trains. The idea of the campout is to help bolster friendships, enjoy our beautiful right-of-way, talk about ideas for the railroad and have fun for the volunteers prior to our Train-of-Lights. The train left Brightside around 9 am, headed East to end-of-track across Castlewood

Bridge, then down to Niles and back up to Mayborg by about 1:30 pm. The consist was Engine 713 and 1423 with the SP7072 wrecker, Santa Fe 1861, plus Cabooses 990261 and 999081. Chris Campi and Wes Swift cooked dinner and breakfast with helpers. I think all really enjoyed the Spaghetti and French Toast. Everyone brought a little something to feast on and drink. We set up picnic tables, propane

Campout 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,

NO DEC. MEETING

7:00 PM

GENERAL MEETING

FRIDAY

NO DEC. MEETING

7:00 PM

BOARD MEETING

FRIDAY,

JANUARY 2, 2026

7:00 PM

GENERAL MEETING

FRIDAY

JANUARY 9, 2026

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.

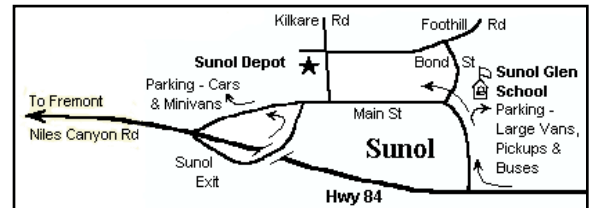
Submit photos in **jpg** format.

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

BOARDING LOCATIONS

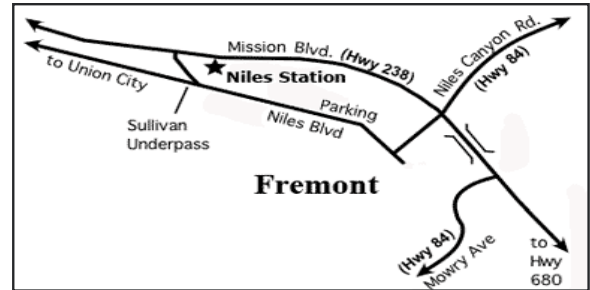
SUNOL DEPOT

6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

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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

DECEMBER EVENTS

Happy Holidays
from The Niles Canyon Railway Volunteers

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

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 3,824.5 volunteer hours for the month of October. Volunteer hours should be reported every month to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from Train Crew 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
Doug Vanderlee
Ed Best
Henry Baum
Jackie Vlasak
Kent Hedberg
Mark Miller
Matt Petach
Mike Strider
Pat Stratton
Rich Alexander
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Stephen Barkkarie
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Katie Rothe
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Marshall Williams
Mimi Hamilton
Norm Fraga
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Phil Stone
Shawn Hicks
Steve Van Meter
Steven Brown
Sue Thomas
Tim Flippo
Tom Crawford
William Stimmerman

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Brenda Du Charme
David Hipple
Jacques Verdier
James Baber

COMMISSARY

Joseph Romani
Ron Hook
Sue Thomas

DOCENT

Ron Hook
Tom Stone

ELECTRICAL & SIGNALS

Bent Christiansen
Curt Hoppins
Daniel Lilot
Henrik Lilot
Jacques Verdier
James Stewart
John Cavanaugh
Joseph Romani
Matthew Cavanaugh
Michael LaBine
Miles Wade Jr.
Miles Wade Sr.
Steve Knoeck

FACILITIES

Adam Weidenbach
Bob Bailey
Bob Pratt
Doug Vanderlee
John Zielinski
Mark Whitman
Steve Brown
Steve Meyer

GIFT SHOP

Charlene Murrell

GIFT SHOP

Patrice McDonald

MECHANICAL

Alastair Young
Alexander Haken
Armin Haken
Bob Pratt
Charles Franz
Chris Hauf
Chuck Kent
Doug Vanderlee
Gerald DeWitt
Henry Chandler
Howard Wise
Jeff Haslam
Karl Swartz
Kent Hedberg
Matthew James
Sarah Fritz
Tim Flippo

MOW & TRACK

Armin Haken
Bob Bailey
Bob Pratt
Brad Jones
Charles Navarra
Chris Hamilton
Curt Hoppins
Doug Vanderlee
Gregory Gleeson
James Moon
Jordon Hamilton
Kathy Vargas

MOW & TRACK

Mark Whitman
Matt Petach
Mike Strider
Pat Stratton
Rick Cory
Ron Thomas
Steve Hill

OTHER

Al Du Charme
Barry Lependorf
Bob Bailey
Curt Hoppins
Dee Murphy
Doug Vanderlee
Jacques Verdier
James Baber
Kent Hedberg
Mark Miller
Mark Whitman
Matt Petach
Patrice Warren
Steven Buscovich
Tim Flippo

TRAIN CREW

Adam Weidenbach
Alan Siegwarth
Alastair Young
Alexander Haken
Alyssa Cantz
Armin Haken
Bob Pratt
Brad Jones
Charles Franz
Charles Navarra

TRAIN CREW

Chris Chisom
Chuck Kent
Colin Snow
Curt Hoppins
Doug Vanderlee
Dylan Olson
Gabriel Gadzikowski
Gabriel Gleeson
Garon Michaelis
Greg Gleeson
Henry Chandler
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Jason Pate
Jeff Schwab
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Jorg Linke
Justin Legg
Kent Hedberg
Kris Brandenburg
Liam O'Leary
Logan Rubasky
Mark Miller
Mason Denton
Michael Stockwell
Mike Strider
Ron Thomas
Sanjay Bhandari
Scott Crislip
Stephan Fares
Stephen Knoeck
Ted Unruh
Tim Flippo
Warren Haack

NILES CANYON RAILWAY

Treasurer's Report

Pat Stratton

Mid-November our Balance Sheet is strong. Cash in our 3 operating bank accounts is a bit low today, but revenue will start coming in early next week (11/25) from Fare Harbor as the first of our TOL runs is completed. We also have a CD maturing on 11/28, so cash should all work out ok.

Our Fixed Assets increased by \$5,000 with the purchase of a slightly newer Tamper with tamping heads that move horizontally as well as vertically, to allow tamping operations around switches. This will immediately enhance the MOW gang's speed at consolidating ballast over our entire track structure.

From the Income Statement, our revenue looks good, in line with our budget projections. That includes operations, gift shop, commissary and even donations.

Expenditures are mostly predictable. Anticipating our TOL season, we have spent heavily in advance on gift shop inventory, and on commissary foods and supplies. Other expenditures now being paid for include TOL-priority car and locomotive repairs and structure improvements.

We have some expenditures pending. We have budgeted up to \$50k to the Timber Heritage Association (THA) for SP Harriman Suburban car parts we want to save. We have collected the parts we want, which we expect to store at THA temporarily, but may need to pay for them in the next month or so. We have also voted to negotiate the purchase of an SP bi-level Gallery car from GGRM. If negotiations go well, we may be required to pay the purchase price plus preparation and movement

costs before the end of the year.

If you are considering a year-end donation to the PLA's programs, now is a good time to send them in so your checks get cashed or credit card transactions completed by year-end as required by IRS. You can designate the general use to be made of your donation. Categories include: Ranch Car GN1242 Restoration; Steam Loco SP1744 Restoration; Brightside Fuel Depot Construction; Build East to Pleasanton; Steam Operations; New Car Barn. If you don't make a specific designation, your donation will go into the General Fund, to fund any of our operations.

Individual amounts of \$1,000 or more can be designated for long term investment in the PLA Endowment Fund. These are invested and held for future non-operating projects such as equipment purchases, restorations, civil and electrical infrastructure projects, and building new structures. Contact me if you have any questions about these options.

Speaking of donations, I would like to mention that donations have been made to the PLA in memory of recently deceased long-time member Dave Burla by Leslie Smith, Linda Stanley and Roger Schultz. Leslie Smith also donated to the PLA Endowment Fund in memory of her husband and long-time member Charles Smith.

Two months ago, I showed you some 4th quarter (4/1/25 to 6/30/25) donation income figures that I saw as indicators of the projects our members and the public had interest in – perhaps a useful guide to help us set priorities for major repairs and restorations. This

time I go from July 1 to September 30, 2025 (the first quarter of this fiscal year). During that period there were 8 people who each donated \$100 to \$499 to the General Fund or a specific project; 1 person who donated \$500 to \$999; 8 persons who donated \$1,000 to \$4,999; 1 person who donated \$5,000 to \$9,999; and 1 person who donated \$10,000 or more.

The total of donations received for the quarter was \$38,261. These came from 29 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 in a caboose or on the M200, or even by mail or credit card.

So, which projects received those donated funds? The General Fund received the bulk of the funds during this period at \$13,692.

Donations made that were designated for specific projects, often for restoration, include: \$11,470 to steam locomotive SP1744; \$51 to steam locomotive SP2479; \$5,045 to the diesel/hydraulic Krauss Maffei SP9010; \$200 to the California Western M200 railbus; \$25 to the EP&SW139 Sacramento; \$240 to the Ranch Car GN1242; \$6,549 to the Coach SP2101 (surprised me too, but it does need a paint job); \$30 to the "Build East" extension to Pleasanton; \$300 to the New Locomotive Shop; and \$750 to the Pole Barn.

Some business housekeeping: For those of you who are authorized to make purchases on a PLA vendor account, know that the transaction is

Continued on next page



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>



President's Report

Tim Flippo

I am pleased to announce that Douglas Vanderlee has been appointed to the vacant Director at Large position.

Christmas is almost here! We will not be having a Board Meeting or a General Meeting in December due to everyone working on the Train of Lights. We sold out again this year and we did, unfortunately, have a problem with ticket sales, but that got corrected so the sales went on.

I would like to take this opportunity to thank everyone for their donation of their time and efforts in 2025. I feel we are making progress. The track laying group heading east has pushed farther east, with the 680 overpass now in sight. The tree trimming crew has been hard at it.

The Wednesday MOW crew have been replacing ties and helping with decorations on the TOL. The TOL is now decorated thanks to the Wednesday Warriors and the interior decorating crew.

We had a contractor come in and replace a bunch of mainline ties. The Ranch Car is getting more of its side

skin put back on. The Krauss keeps on having its problems solved. Our diesel locomotives are having the needed servicing done. I also see progress on the steam engines.

The Sacramento 139 is having work done inside and out. The 315 had more windows replaced.

The 2101 is getting a fresh coat of green paint. The speeders are getting much needed attention in their new facility. My apologies if I missed a project.

After the Train of Lights, I hope we can keep moving forward with what we have started. To that end, please come out and volunteer! The more volunteers we have the more we can get done.

By the time you read this we will have started our Train of Lights runs. We put the train together on November 9th which left us a couple of weeks to finish hooking up the electrical and the PA system. Thanks again to all our volunteers and I hope you enjoy the TOL.

Tim Flippo
President

Treasurer's Report

Pat Stratton

Continued from previous page

not complete the moment you leave the vendor's shop. The vendor will often send an invoice to the PLA Treasurer via email; but just as often you will have the invoice in your hand. Whatever paperwork you have should be forwarded to me with your name, the name or equipment number (i.e., Ranch Car, or GN1242) of what you are building, repairing, or restoring and that the items purchased have been received. Then sign and date it. You

can use a receiving document, packing list, invoice copy for these notes.

Let me know if you have questions or comments.

Pat Stratton
Acting Treasurer
treasurer@ncry.org
650-888-8619



Membership

Sarah Fritz

New Members:

Peter Barnett, Christina Brusaca, Jason Brusaca, Boston J Cuevas Rodriguez, Tori Decker, Al Du Charme Jr., Andrew Gibbs, Tammy Gibbs, Cindi M Johnson, Linda Lacampagne, Paul Lacampagne, Lily Mei, Frank A Palermo, Dan S Pitcock, and Kathy S Vargas. Welcome, new members!

Just a reminder that there will be no Board of Directors or General meetings in December as the Train of Lights will be operating on those Friday nights.

As mentioned in the November Club Car, Steve Meyer has met the requirements to become a voting member and the Board has approved his request. Steve Miller has also met the requirements to become a voting member, and the board has approved his request. Voting for Steve Meyer and Steve Miller will take place at the January 9th General meeting.

By the time this Club Car comes out, the Train of Lights will be in full swing! This is also the time of year that many memberships are up for renewal (\$48.00 for primary, \$24.00 for secondary adult, \$12.00 for children). Keep your eye out for these notices coming through email or snail mail. If you experience any problems while renewing your membership online, please send me an email at membership@ncry.org and I will assist you. If you are renewing your membership by check please send it to:

PLA Membership Secretary
PO Box 515
Sunol, CA 94586-0515

Life members will also receive a renewal notice. This is usually due to a Life member being the primary member on a family account. Club Express does not differentiate between Life members and Regular members.

Sarah Fritz
Membership Secretary

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie

Someone once said that it takes a village to raise a child. Now that may or may not be true, but I can tell you when you have a baby that is a quarter mile long and weighs over two million pounds, you had better bring the whole town. That is the case with the Niles Canyon Railway Train of Lights. From the month of August until the end of December all thoughts turn to getting ready to put on the Bay Area's most popular holiday activity. As usual, the demand for tickets outnumbers the available seats and as usual we struggle to fill all the volunteer positions. At Brightside it is a game of "Whack-a-Mole" solving problem after problem to get everything together, lighted, decorated, cleaned, stocked and scheduled. Every department has a list of tasks to get done.

Maintenance of Way forces spent many hours ensuring the track structure is up to the task and that involves changing hundreds of crossties, making certain every bolt is in place, testing switches, checking lubricators, clearing drainage culverts, removing graffiti and picking up trash. Right behind that and closely related, the signals department must test and inspect all the warning devices and crossing gates that protect the public. They test and replace the bonding wires on the rails; make sure power lines are cleared of vegetation and all warning lights are working and clean. They got a gold star from the FRA on the last inspection (as usual). A solid track system is the foundation of safe railroading.

The Car department worked furiously to get all the equipment together for the season. The ongoing windowsill repairs on WP315 completed another half dozen restorations to the metal body and will continue to prepare wooden windows frames throughout the winter. The roofs on all seventeen cars for the consist have been inspected for potential leaks and repairs done before



Stephen Barkkarie photograph

Tie disposal NCRY style. Old switch ties headin' for a shreddin'.

the rain arrives (we almost made it, but the rain helped find a couple leaks on the test train). We spent a small fortune repairing upholstery in the articulated coach damaged by a rodent attack after last TOL and while that was being done our awesome volunteer forces (you know who you are, and I thank you) deep cleaned the car from the floor up. Repainting seat pedestals and cleaning the mechanisms therein, deep cleaning the frames and floors under the chairs and doing extensive exclusion work on any entry points for the critters. Removing any signs and making solid repairs will deter any repeat visits. When the cushions were repaired the remaining seats were professionally cleaned and the result is like walking into a brand-new car (complete with the new car smell). Another long-anticipated bit of fabric replacement was done in the dome section of the Santa Fe 505. The four end couches have been redone in

the same Southwestern pattern as the captains' chairs in the observation area and they look absolutely fabulous. Our professional upholsterer, who specializes in car and boat seats, out did himself this time. They look too good to sit on, and I cringe at the thought of someone eating or drinking while sitting up there. I sure hope the fabric is stain resistant. Anyway, you should definitely check out how nice they turned out.

Another success for the car department is the SP2101 suburban coach that is undergoing a bold plan to paint the car while it is still in service. Prep work was done week by week between regular operation runs, the plan being to finish the job section by section until Pullman green covers the whole thing. Right down to the wire, sanding and scraping got done, and finally in the first week of November the South side window section received a coat of paint. After a scant few days to

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie

dry, lights were carefully hung on the car and the inside got festooned with holiday joy. If I weren't a part of it, I would not believe it could be done but the proof is on display. (We will continue right after TOL and could always use some help, no experience necessary.)

The mechanical department worked hard to change filters, test systems, change brake shoes, fill sanders and check lights on our stable of engines. Annual inspections were made on all diesels and fuel tanks are filled and ready to go. A weak set of batteries on the SP 5472 was replaced to head off any issues with cold weather.

The unsung heroes in ticketing do a Herculean job this time of year (all year actually) advertising, publishing schedules, fielding questions and solving problems. It is like magic, I don't understand how it works, but I have complete faith that it will. The same holds true with the volunteers who handle parking for the throngs of visitors. Often, they must fit ten pounds of beans in a five-pound bag. Again, I don't know how, but it just gets done.



Stephen Barkkarie photograph

SP 2101 undergoing a transformation courtesy of Chris Hauf.



Stephen Barkkarie photograph
Mason Denton and Gerry Feeney change batteries.

(To help them out, our facilities folks have put together solar street lighting for the darkest reaches of the stations and Brightside yard.)

You have no idea what it takes to purchase and stage all the goods that are offered on the train. The food side fills a shipping container with sweet treats, snacks and seasonal libations, all arranged for loading each day. A process that takes weeks. All the kitchens and water systems must be sanitized, and the bathrooms must be tested. The gift shop also must purchase and stage a whole season's worth of fun toys and custom NCRY logo items. The boxes for that fill a room and they range from pins, patches and mugs, to beanies, hats, tees and hoodies. Providing that kind of variety

is challenging, but that's what it takes to make a gift shop successful.

Operations and commissary departments held training sessions, for old hands and new alike, on the same Saturday in November and Brightside was bustling with activity. Everywhere I went there were bright eyes eagerly reviewing their jobs and talking happily about years past. I was filled with a feeling of complete confidence that we are indeed going pull this off again and, even after months of preparation, I have a renewed vigor and look forward to this year's merriments.

Merry Christmas and see you next year,

Stephen Barkkarie
General Manager

NILES CANYON RAILWAY

Campout

Doug Vanderlee

Continued from Page 1

stoves, pulled out the ice chests and other setup tables for things. Some people played card games and we even had a corn hole game. After dinner, we draped a white cloth on the side of the SP 7072 wrecker to see a movie. Mason brought a projector and we watched "Unstoppable". Portable generators are great! The weather is always uncertain in early Fall, that is why we have enough sleeping spaces inside the cars in case of rain on cots. The night was dry and several people brought their tents to setup on the plateau area that was leveled and cleaned up. The next morning about 8 am, Sunday October 26, Tim Flippo and Curt Hoppins came back to Mayborg with one of the engines to take us all back to Brightside after eating.

The 3rd Annual Campout has been scheduled for October 24 and 25 2026. I have asked all the participants from this year's event to give me their thoughts for next year's event, as well as the PLA Board of Director. All suggestions are welcome. I will



Mike Strider photograph

Members playing cards at campsite with train in background.



Mike Strider photograph

Campout train at east end of track near Castlewood Golf course.



Mike Strider photograph

Special Campout train on Castlewood bridge.

NILES CANYON RAILWAY

Campout

Doug Vanderlee

announce around July in the Club Car when to sign up to join. We limit the event to volunteers ONLY for now and spaces available inside of cars to stay dry. No campfires or alcohol is

permitted. The SP 7072 wrecker car is perfect for this kind of outing and photo charters. I will be working on the Onan generator and Microphor toilet. The car has a holding tank for waste, inside

sink with Hot and Cold water tanks and a stove. Please come and take a tour of the car. I can use any help, too. I would love to see this car become "The Club Car". We hope to use the YV330 and PFE Reefer 10591 again as we did previously. The PFE Reefer can hold lots of gear and sleeps many too.

Douglas Vanderlee



Setting up camp at Mayborg in the Canyon.

Mike Strider photograph



Setting up campsite with train in background. Note the movie screen on baggage car.

Mike Strider photograph



Mike Strider photograph

Special campout train sitting at Mayborg with WP 713 and SP 1423 on east end of train.



Mike Strider photograph

Campout train at east end at 14th Tee of Castlewood Golf Course.

Tales of the Past

Dexter D. Day

This Month's tale:

UNKNOWN PENNSYLVANIA RR X-29 BOXCAR



This is our rare X-29 boxcar surviving at the Spot. For being where it has been and what it has gone through, it's in good shape.

A boxcar now sits down at "THE SPOT" with a bunch of other non-essential cars that we have on the railroad. It has a name you might say, but no number. It was built as an X-29 series boxcar for the Pennsylvania railroad somewhere between 1924-1934. Why a spread sheet in built dates? Well, the car was on display over at the Pleasanton Railroad Station where it received several new paint schemes non-invited you might say. Being at the Spot, hasn't helped the

appearance of this now rare boxcar car. "You might say it is a horse with no name". We do not know what the number on the car was, but with all this added paint it has received it should not rust. When the car was developed by the Pennsylvania Railroad in the early 20th century, the car series became one of the railroad's most common freight cars.

This series of cars replaced the outdated wooden boxcars with more durable steel design. The car

measuring 40 feet in length, it aligned with the standard size for mid-20th century freight operations. PRR built the car with riveted steel panels and a steel underframe, enhancing its strength and longevity.

These cars were slightly shorter in height than other boxcars, it was intended to fit into New York City tunnels, though it was rarely used for that purpose.

The early X-29s had plate ends and later cars had dreadnaught ends.

NILES CANYON RAILWAY

Tales of the Past

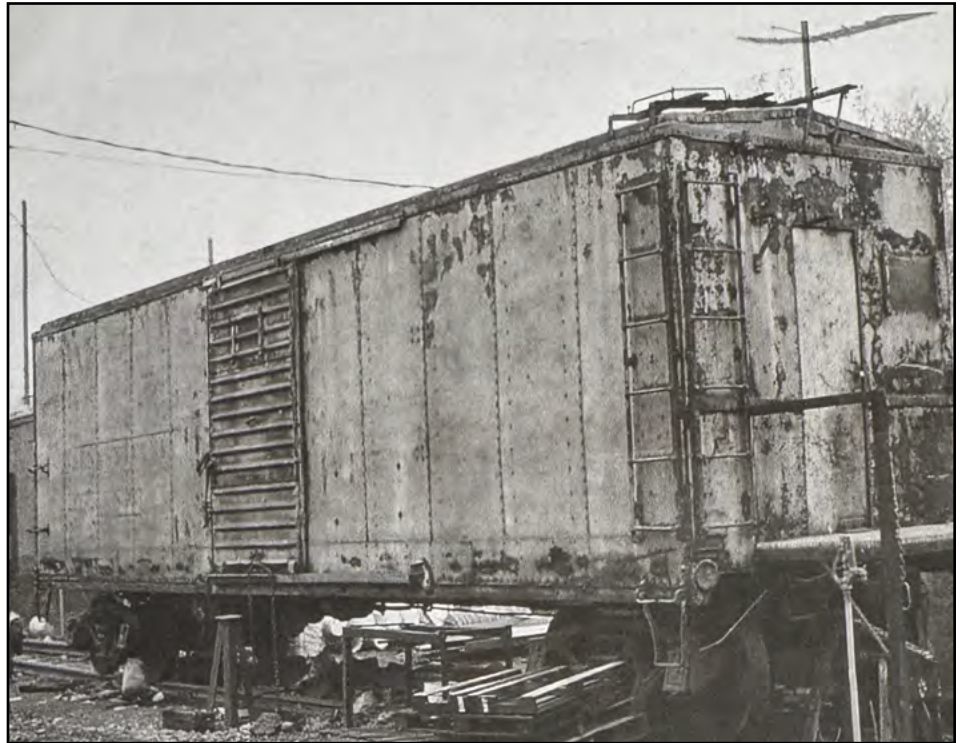
Dexter D. Day

Some of the cars were fitted with steam lines and were lettered for RAILWAY EXPRESS AGENCY.

The car was designed for versatility, so the X-29 carried general freight, including dry goods, machinery, and packaged food. The car proved to be very popular and the PRR produced over 29,000 units by the 1930s, making it one of the most widely used boxcars of its time. Many remained in service through the 1960s often being upgraded and repainted, before being replaced by larger and more modern boxcars.

In 1939, there were 39,000 X-29s on the PRR roster. As late as 1953, there were still 23,000 active X-29s. The Pennsylvania Railroad had more X-29s than some railroads had total rolling stock. It was once said that if it had two rails, X-29s ran on it. The Niles Canyon Railway is no exception. Our X-29 is in its original build with little modifications. For this boxcar car, it is fortunate that the car went to the U.S. Army for

Continued on next page



Another X-29 boxcar. A "B" series like ours. You can see ours has fared better.



This is a X-29 in service and in a train. The door has not been upgraded.



The X-29 with the door upgraded.



Another X-29 boxcar before upgrade on doors. Sides and ends converted to steel.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

Continued from previous page
providing service for them until it was sold and was put on display at the Pleasanton Railroad Station along with NWP caboose No. 13. Our X-29 boxcar car is an early version of an all-steel boxcar that ran on several railroads

within the United States. The X-29 set a precedent for steel construction in freight rail cars and influenced later boxcar designs. With a little research, the original number the PRR assigned it when it was new could be found and reapplied when we repaint this historic

car.

With that said, another tale comes to an end.

Dexter Day
Operations Manager



This X-29 as it was in service. Several have been saved, but for the number that were made, survivors are rare.



Yes this is an X-29 (model) LEGO blocks made. The series unknown. But it looks like it represents the car well.

Brush Cutting

Mark Whitman

For our last brush cutting before our annual Train of Lights Ron Thomas notified me of eighteen to twenty locations between Sunol and Niles with trees that could be getting close to the train cars or could be affecting line of sight.

Our large crew on Wednesday October 22 started at Brightside crossing and worked all the way to the west end of Farwell Bridge.

We trimmed everything that could get close to the train and trimmed a tree that the bucket truck could barely reach that was interfering with signal wires west of Estates Crossing. Today's crew consisted of Brad Jones, Armin Haken, Steve Knoech, James Moon, Greg Gleeson, Ron Thomas, Charles Navarra, Garret Hall, Cathy Vargas, Nicholas Alexander, and Mark Whitman.

I ended up cancelling Saturday October 25 brush cutting because of the campout train. The campout group wanted to tour the whole railroad which would have meant we wouldn't have been able to start tree trimming until after 10 am. I didn't think it would be productive with only a short day.

There will be no more brush cutting for 2025 due to the Train of Lights schedule. Instead, all volunteers will be working on the Train of Lights.

Mark Whitman



Mike Pechner photograph

January 1, 1997 Winter Storm.

The Train of Lights Needs YOU!!

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



NILES CANYON RAILWAY

ToL Volunteer Appreciation Party Sunday Feb 1, 2026, 3 - 6 pm

Niles Veteran's Memorial Building
37154 2nd St (corner of 2nd St and E St)
Fremont, CA 94536

For all ToL volunteers & family/guest! (Everyone who helped make ToL a success: car decorations, car/loco repair, brush cutting, MOW, parking, depot, ticketing, commissary, train crew, gift shop, photos/PR, Santa & Mrs. Claus, foodies, caboose hosts, etc).

We will provide:

Ham, Roast Turkey, Roast Beef, Artisan Cheeses, Sourdough Bread
Paper plates, knife/fork/spoon, cups, napkins
Coffee, water, hot tea.

Potluck:

Bring a salad, side dish, dessert, or drink to share,
and serving utensils if needed.

Cost:

FREE if you RSVP by Jan 30
\$10/person at the door.

To RSVP:

Contact Doug Debs, cell 650-704-1487,
email: dougdebs2472@yahoo.com
with your name, phone number & number of people

You can also sign up online

Go to ncry.org --> Member's website --> Calendar --> February -->
click on TOL Volunteer Appreciation Event

Setup & Teardown:

We need helpers at 2:30-3:00 to set up folding tables & chairs,
and 6:00-6:30 to put them away.
Please help with one or the other!

Thanks!

Doug Debs

Commissary Manager

cell 650-704-1487

email: dougdebs2472@yahoo.com

NILES CANYON RAILWAY

2025 Train of Lights Schedule

4:30 PM TRAIN

Departs from Niles/Fremont Station and returns at 6:00 pm

7:30 PM TRAIN

Departs from Sunol Depot and returns at 9:00 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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Sunol, CA 94586-0515

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Hayward, CA
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Time Sensitive Material



Chris Hauf photograph

After a summer of hard work by many different people chipping and sanding the paint off of the south side of Southern Pacific Railroad Coach #2101, Chris Hauf took four days off from work to finish prep, prime and finish paint the south side before TOL. Our intrepid Decorating Team was right behind him to add the TOL decorations carefully before the car was added to the train on November 9th. The team will pick up the work on the car in January in hopes of completing it as fast as possible before the season starts in March. Thanks to the many people that helped get us here and donations for the car's repaint are still being accepted via our website at: <https://www.ncry.org/donate/#sp2101>.