



# THE CLUB CAR



Bulletin 750

Pacific Locomotive Association, Inc.

February 2026

## The SP 7072 Wrecker/Postal Baggage Car



SPMW 7072 in December 1968 and used with wrecker crane 7070. Crane 7070 and associated equipment in the Roseville relief outfit painted Daylight colors.

### INSIDE THIS MONTH

- 3 Volunteer Report
- 4 Treasurer's Report
- 5 Recertification Class
- 10 Tales of the Past
- 14 Holiday Quilt Raffle

The restoration work on the SP 7072 is well underway. The roughly 300 gallon waste tank underneath the car can now be dumped from either side of the car. The Microphor toilet has been completely cleaned and made functional again with the stall painted. The coal stove has had a few missing parts replaced and can be used. New stove pipe some day would be nice. Fresh water fill can be done from both sides of the car. One of the biggest

tasks so far has been to remove the old 230 volt diesel generator and fuel tank. The outer door on the car measured 29.5 inches and the skid the generator sat on measured 30.5 inches. I had to separate the generator and skid. Steve Barkkarie helped me then pull the two out of the car with the forklift. Steve Knoeck has rerouted the 110 volt electrical line to accept shore power or power from the 4,000W Onan/

SP 7072 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,  
FEBRUARY 6  
7:00 PM**

### GENERAL MEETING

**FRIDAY  
FEBRUARY 13  
7:00 PM**

### BOARD MEETING

**FRIDAY,  
MARCH 6  
7:00 PM**

### GENERAL MEETING

**FRIDAY  
MARCH 13  
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.

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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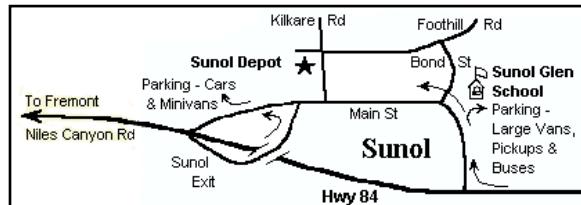
Views expressed herein are those of the author unless specifically noted by the editor as official policy.

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

## BOARDING LOCATIONS

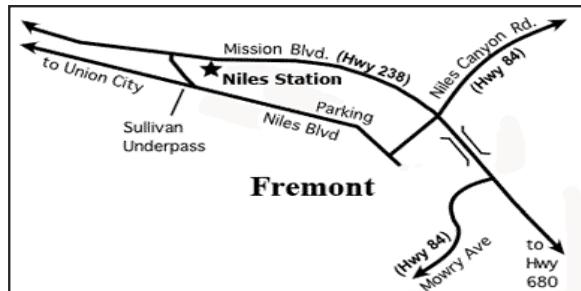
### SUNOL DEPOT

**6 Kilkare Road  
Sunol, CA 94586**



### NILES STATION

**37029 Mission Blvd.  
Fremont, CA 94536  
(Niles)**



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

President.....	Tim Flippo.....	(650) 575-3341
Vice President.....	Jim Evans.....	(650) 697-9033
Recording Secretary.....	Matt Petach.....	(925) 860-4296
Membership Secretary.....	Sarah Fritz.....	(510) 754-0355
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Director-At-Large.....	Doug Vanderlee.....	(209) 832-0332
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Marketing Manager.....	Chris Hauf	Volunteer Coordinator.....	Ed Best
Museum Curator.....	Dennis Mann	Yardmaster.....	Stephen Barkkarie

# NILES CANYON RAILWAY

## FEBRUARY EVENTS

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
February 6	Friday	Board Meeting	Veterans Hall	7:00 pm	- Tim Flippo
February 13	Friday	General Meeting	Veterans Hall	7:00 pm	- Tim Flippo

**OUR REGULAR TRAIN OPERATIONS BEGIN IN MARCH**

## Volunteer Report

### Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 7,138 volunteer hours for the month of December. Volunteer hours should be reported every month to Charlene Murrell at [volunteer-hours@ncry.org](mailto: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  
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Chris Hauf  
Curt Hoppins  
Dexter Day  
Ed Best  
Henry Baum  
Jackie Vlasak  
Kent Hedberg  
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Matt Petach  
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Stephen Barkkarie  
Tim Flippo

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Kris Brandenburger  
Marian Wetzel  
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Beverly Barkkarie  
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Kristin Thorquist  
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Nel Lally  
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Paul Severson  
Peter Barnett  
Phil Montgomery  
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Sally Mills  
Samantha Damonte  
Sheree Jordon  
Stephen Barkkarie  
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Sue Thomas  
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Tammy Gibbs  
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Henrik Lilot  
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Steve Fox

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Peter Midnight  
Stephen Meyer  
Steven Brown  
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Bob Pratt  
Charles Franz  
Dennis Mann  
Dylan Olson  
Ed Best  
Gabriel Gadzikowski  
Gabriel Gleeson  
Garon Michaelis  
Greg Gleeson  
Jackie Vlasak  
James Moon  
James Stewart  
Jesse Olague  
John Linke  
John Zielinski  
Jon Williamson  
Jorg Linke  
Justin Legg  
Kent Hedberg  
Liam O'Leary  
Logan Mitchum-Rubasky  
Mark Miller  
Mason Denton  
Matt Petach  
Matthew James  
Michael Stockwell  
Peter Savoy  
Ron Thomas  
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Sanjay Bhandari  
Scott Crislip  
Stephen Knoeck  
Ted Unruh  
Tim Flippo  
Travis Zupo  
Warren Haack

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Doug Vanderlee  
Gerald DeWitt  
Henry Chandler  
Howard Wise  
Jeff Haslam  
Karl Swartz  
Kent Hedberg  
Mason Denton  
William Stimmerman

**MOW & TRACK**  
Matt Petach  
Stephen Knoeck

**OTHER**  
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Allison Wright  
Barry Lependorf  
Bob Pratt  
Dee Murphy  
Doug Vanderlee  
Henry Werni  
Madeline Briar  
Matt Petach  
Patrice Warren  
Sally Mills  
Tim Rothe

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Paul Davison

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Dalip Bahati  
Dan Miles  
Hal Briar  
Jill Schwinn  
Mark Whitman  
Oliver Lofek  
Sally Mills  
Scott Wagner  
Steve Miller  
Thomas Miller  
Vicki Witt  
Wayne Stoddard

#### TRAIN CREW

Alan Siegwarth  
Alastair Young  
Alexander Haken  
Alyssa Cantz  
Armin Haken  
Brad Jones  
Charles Franz  
Charles Navarra  
Chris Chisom  
Colin Snow  
Curt Hoppins  
Dennis Mann  
Dylan Olson  
Ed Best  
Gabriel Gadzikowski  
Gabriel Gleeson  
Garon Michaelis  
Greg Gleeson  
Jackie Vlasak  
James Moon  
James Stewart  
Jesse Olague  
John Linke  
John Zielinski  
Jon Williamson  
Jorg Linke  
Justin Legg  
Kent Hedberg  
Liam O'Leary  
Logan Mitchum-Rubasky  
Mark Miller  
Mason Denton  
Matt Petach  
Matthew James  
Michael Stockwell  
Peter Savoy  
Ron Thomas  
Ronin Carniato  
Sanjay Bhandari  
Scott Crislip  
Stephen Knoeck  
Ted Unruh  
Tim Flippo  
Travis Zupo  
Warren Haack

## Treasurer's Report

**Steve Miller**

This season's TOL is over, we are now assessing its effects. Financially, it was another success. I believe we have collected all TOL revenue from its various sources. It is now necessary to purchase two more CD's for temporary cash storage since our Balance Sheet shows we have significantly increased our operating cash.

Our Income-Expense Statement for this year is through January 8th because some revenue was still coming in after 12/31 and I wanted to include it in this report. This report allows us to compare this year's results with those of last year. TOL ticket revenues are up 4.7% over last year; TOL Commissary sales were up 19.1% over last year; and TOL Gift Shop sales were up 21.2% over last year. We do still have major expenses to pay, so final numbers will be available after January expenses are tallied up.

The PLA was blessed with donations in December. Many of our members and others gave significant amounts to support our programs. To the General Fund came \$102,119. Of that, over \$11,700 came from cash donations on the TOL, to various boxes, bowls, and other containers for that purpose scattered throughout the train. An individual donation of \$81,700 is being transferred to the PLA Endowment as a long term investment at the request of the donor. Donations to specific programs include the Steam department, \$1,550; SP1744, \$370; SP2479, \$100; SP9010, \$10,550; EP&SW139, \$77; GN1242, \$20; SP2101, \$2,567; Pleasanton Extension, \$280; and the New Loco Shop, \$100.

The financial audit is back in the hands of the auditors. We have a new team working on our books this year, so it is hard to know when, but it will pop up as completed any day now. I'll keep my eyes out for it.

There are changes coming in the financial administration at the PLA. If you tune in to our first- and second-Friday meetings, you will know that Steve Miller has been appointed Treasurer as of January 9, 2026. We are working together on a transition, although that may take a few months to fully complete – we will keep you posted. In the meantime, Mary and I will keep the PLA's backroom operating until the transition is complete. So for now you can contact each or all of us at email: treasurer@ncry.org.

Thank you for your cooperation as we navigate this transition.

**Pat Stratton**  
*past Treasurer*

And now, introducing: Steve Miller, Treasurer, PLA:

Happy New Year 2026 to all. As I begin to transition into the Treasurer position, Pat and I have been spending several days together, while he shows me what will need to be done for the future in my new role. I hope to be able to support the PLA as our new Board Member, and try to be as successful as Pat has been all these past years. There is a lot to learn in a short period of time. I'll be spending more time with Pat acclimating myself, as well as spending more time at Brightside meeting you all, to ensure that the fiduciary challenges are met head on. If you have any questions, don't hesitate to reach out to me. See you at the Yard!!

**Steve Miller**  
*Treasurer*  
treasurer@ncry.org

## Membership

**Sarah Fritz**

### New Members:

Allan C Blaine, Colin Madigan, Nicolle Madigan, Blake Shivy and Gregory S Shivy. Welcome new members!

Colin Snow has requested voting member status. He has met the qualifications in our By-Laws and the Board has approved his request. Voting for Colin Snow will take place at the February 13th General meeting.

Sign-ups for volunteers for our 2026 regular operations season are online and ready for volunteers. Be sure to

check out the available slots and sign-up early to get your preferred dates. If you need to cancel for any reason, please inform that department's contact person as soon as possible so they can quickly find a replacement.

If you have any questions about membership, please contact me by email at:

**membership@ncry.org**

**Sarah Fritz**  
*Membership Secretary*



### E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: [info@ncry.org](mailto: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**

### From the President

We made it through another Train of Lights thanks to all the volunteers that you saw and all the ones behind the scenes. Now is the time to rest and catch our breath. As 2026 begins the Christmas decorations are coming down in preparation for our regular operations. So far, the crews are doing a great job. Towards the end of January, the train will have been broken up and spread throughout the yard. Those cars not in the regular service will take a break till August when we start decorating again for

the 2026 Train of Lights. I hope to get the 2101 painted with the same color on both sides. The new coat of paint looks great on the one side. We have plenty of projects to accomplish this year. Come out any Wednesday or Saturday to Brightside and join the fun. The operating schedule for 2026 now includes the M200 running east from

Sunol on regular operating days in June. If you want to see the east end, then this will be a good time to do it. Congratulations to Steve Miller who stepped up to be our treasurer. Pat will be showing him the ropes for a while.

**Tim Flippo**  
*President*

## RECERTIFICATION CLASSES

\*\*\*\*\*  
**HELD AT THE  
VETERANS MEMORIAL HALL  
37154 2nd STREET  
NILES (FREMONT)**  
\*\*\*\*\*

**SUNDAY  
MARCH 29, 2026  
9:00 AM**  
=====

**SATURDAY  
APRIL 4, 2026  
1:00 PM**

\*\*\*\*\*  
**BRING YOUR RULE BOOKS  
THERE WILL BE A TEST GIVEN  
LUNCH WILL BE PROVIDED**  
\*\*\*\*\*

**SIGN UP FOR CLASS  
at  
traincrews@gmail.com**



The Sunol residents, businesses, & school decorated the Sunol Depot Gardens with many Christmas trees again this year.  
photos: donna alexander

## Along the Right of Way

Stephen Barkkarie

It's hard to believe we are in the second month of a new year already and what a year it could be. Coming off our best fundraising season ever we are firing on all cylinders. All hands are on deck putting Santa back in the boxcar and getting back to the business of restoring important historic railroad equipment. The car shop is filled with the sounds of grinding and welding on the last side of the "Hidden Lake", the steam shop is alive every Saturday preparing to get the 1744 back on its wheels, mechanical is already cleaning up glitches in the locomotives from the winter runs, and we've logged several charters on the schedule in the first few weeks of the year. Our Marketing department has launched a new fundraising effort to purchase batteries for locomotives that are coming back to life. Maintenance of Way and the East Build group are already back in action, and our commissary group is busy planning the big TOL appreciation dinner. I'm going to need to get a bigger calendar.

On the Third of January, ten stalwart volunteers braved a threat of rain and cold to travel the five miles East to the end of track to begin stick building track. (By the way, Brightside is five miles from Niles and five miles from East End of Track, which makes it truly the center of everything!) Arriving with two bundles of ties and all the OTM to plug, plate, gauge and spike two lengths of rail that were laid out at the end of last year. With a synchronized harmony of action, the gang had constructed 78 feet of completed hardened 132lb railroad track ready for ballast. All that just after lunch. The plan is to aim for three sections next month, though MOW suffered a setback when our main workhorse "Mongo" suffered an engine failure that will require a major rebuild. (Those with mechanic skills are urged to lend a hand in its removal and restoration.) Plans for a workaround



Stephen Barkkarie photograph

Can you find all the Steves in this picture?

are in the works.

With the KM nearing completion, attention has once again turned to the body repairs on the so-called Ranch car. The Southwest corner has been repaired and the sides around the Southside windows are going gangbuster and just outside the shop, all winter, conversion of the Daylight wrecker SP 7072 from decorations storage car to useable camp/freight car. Generator removed to restore pass through door on the East end, toilet repaired and water system restored, with a coal stove to provide hot water to the wash sink, it is ideal for a work crew bunkhouse or camp car.

The hundreds of lighted figures and hundreds of yards of rope light used to decorate the exterior of the Train of Lights now have a new home in a watertight, fully shelved steel, boxcar with low floor height that provides tons of organized space. The joint



Stephen Barkkarie photograph

A beautiful day to get in-gauged.

forces of MOW / Wednesday Warriors made short work of removing, testing, and stowing the entire train in just three short weeks. (I think they got some help from some after Xmas elves as one particularly tall one was

**Stephen Barkkarie**

spotted working in the wee hours and resembled our president.)

On the day this goes to press we broke apart the consist, putting cars for servicing near the main road, storage cars away on sidetracks, and the regular consist back on the passing siding with the rest of the operating fleet. The SP 1449 with its new high-backed seats will replace the SP 2101 in the regular consist for Spring because work to finish the painting job on SP 2101 has begun. Those who follow us on social media may have seen pictures of the East vestibule where forensic sanding has uncovered some heritage safety signage "WATCH YOUR STEP" near the loading steps that will be reproduced on the finished paint. It's a nice touch and adds feeling of authenticity. By the time this article hits the shelves, the car will be in front of the car shop and we will have started in on the prep work on the North side. We can always use help removing old paint, rust busting and trimming out the windows. Wednesdays and Saturdays will be the hot ticket for that, but you can set up to come in anytime you have available.

Our WP 713 had a failure of its dynamic brake contactors during the holiday runs. This problem has occurred before, and though repairs were made, the root cause turned out to stem from arced-out threads in a brass nut securing the inch-thick wires carrying high-voltage from the axle motors turned generators to the resistor banks. The heat was so bad it melted a steel lock washer and caused the parts to bend out of shape. New copper threaded rod, brass nuts, and washers were sourced and copper bar stock purchased to mill out new contact points. When complete, this repair will be like new and "should" eliminate the problem. There was also a small coolant drip on one of the manifolds that mysteriously disappeared with



Stephen Barkkarie photograph

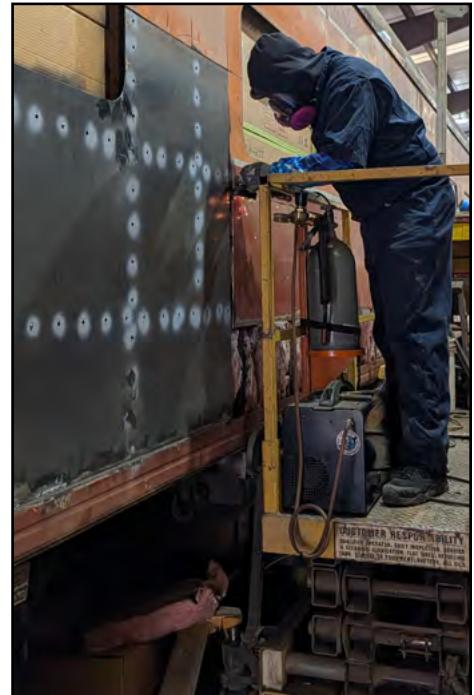
Southwest corner of the Ranch car looking good.

a slight relocation of the clamp. Go figure, but I will take that as a win.

Lots of big plans for the year like more contracted tie replacement, improvements in Brightside like site prep for the fuel depot, sorting the tons of ties, switch ties, and upgrading West carshop area. Niles is set up to receive the roundhouse materials, and we need to push on with the temporary storage tracks. We are looking at some bridge repair items to get crossed off the engineers' inspections and we will need to plan the repair of a washout near the I-680 overpass in front of the East build. So much to do and only so many days in a year. If any of these things sound like fun, you are welcome to hold up your hand, and we'll fill it with the right tool for the job.

See you down the line,

**Stephen Barkkarie**  
General Manager



Stephen Barkkarie photograph  
The Masked Metal Worker strikes again.

## The SP 7072 Wrecker/Postal Baggage Car

Continued from Page 1

Cummins Gasoline generator. A 10 gallon fuel tank will be made and a new muffler and exhaust pipe have been bought. The door that cordoned off the generator room from the rest of the car was moved to the outside door location where the radiator vented. The door was the original and matches the other end of the car door with the latches, door stop and lock all still there. Now we can walk through the car that has buffers on both ends. In the last few days, I have been working on the east end cut levers and brackets. One side both were completely missing. The other side cut lever bracket was holding on by only one rivet.

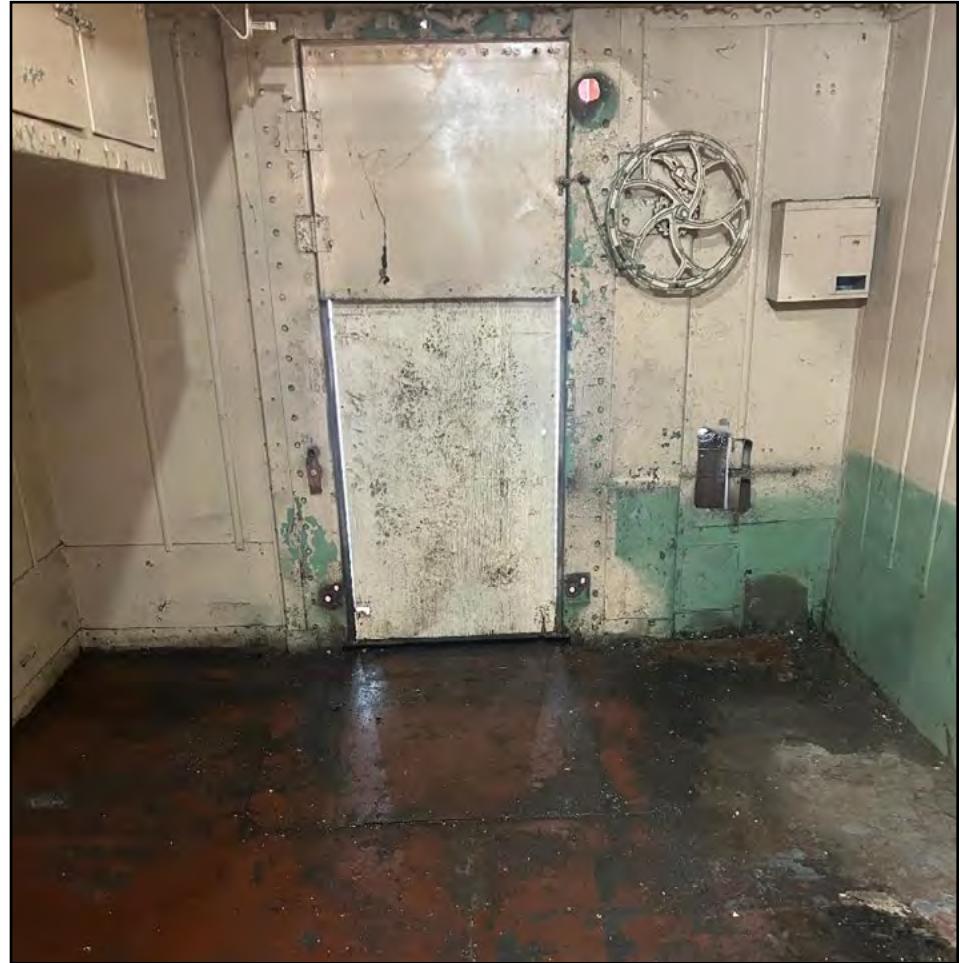
I would like to ask anyone interested in helping restore this car to contact me (925) 895-7368. I would like to see this car become "The Club Car" to be used for campouts, TOL crew sleeping, photo charters and more. The plans for the cars are to keep the inside as the SP Wrecker and return the outside to the CP Postal/Baggage with dark green paint scheme and windows uncovered. This will honor the dual history of the car that turned 100 years old 12/12/2025. The windows that have been steel plated over can easily be removed. One has been from the inside. The car can sleep cozily 12 people on cots. More cleaning, sanding to prepare for painting and window repairs are still needed. Please come help – Inside work during winter!!!.

**Doug Vanderlee**



Doug Vanderlee photograph

Door moved from inner wall to east end.



Doug Vanderlee photograph

Old 230 Volt generator and fuel tank. Now a spacious room!



Doug Vanderlee photograph

Left cut lever removed to repair bracket and right side both new ones being made.

# NILES CANYON RAILWAY

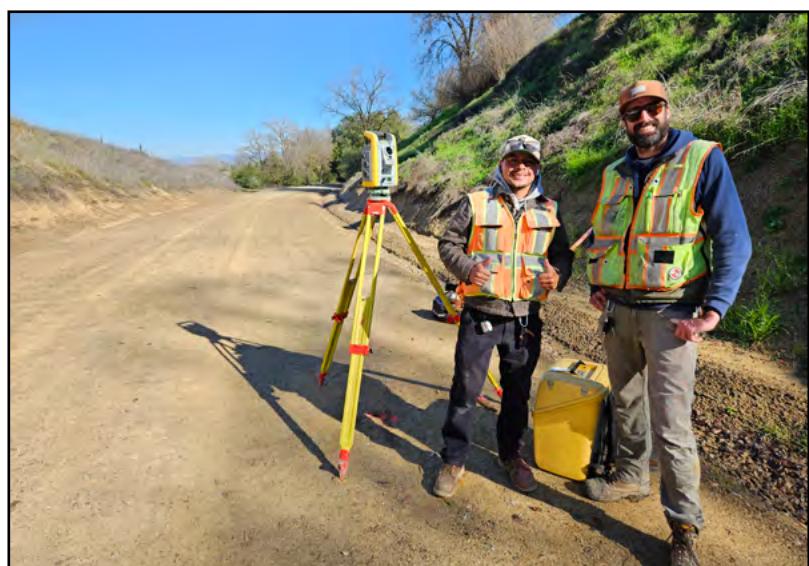
The track alignment (centerline) control had to be re-staked



Mike Strider photographs

After the recent drainage and grading activities last year around the I-680 Caltrans project, the track alignment (centerline) control had to be re-staked. With a few adjustments to the location of the track centerline to better fit the existing roadbed and some of the restrictions initiated by Caltrans and the adjacent petroleum pipeline, our surveyors, Cinquini & Passarino have started the adjustment process. On Tuesday, January 13, 2026, the surveyors (William and Fabian) were on site mapping the alignment to lock in the topography so that everything fits during the design process. The final centerline staking (nails every 25-ft) should be done within a month or so, well ahead of our east track building.

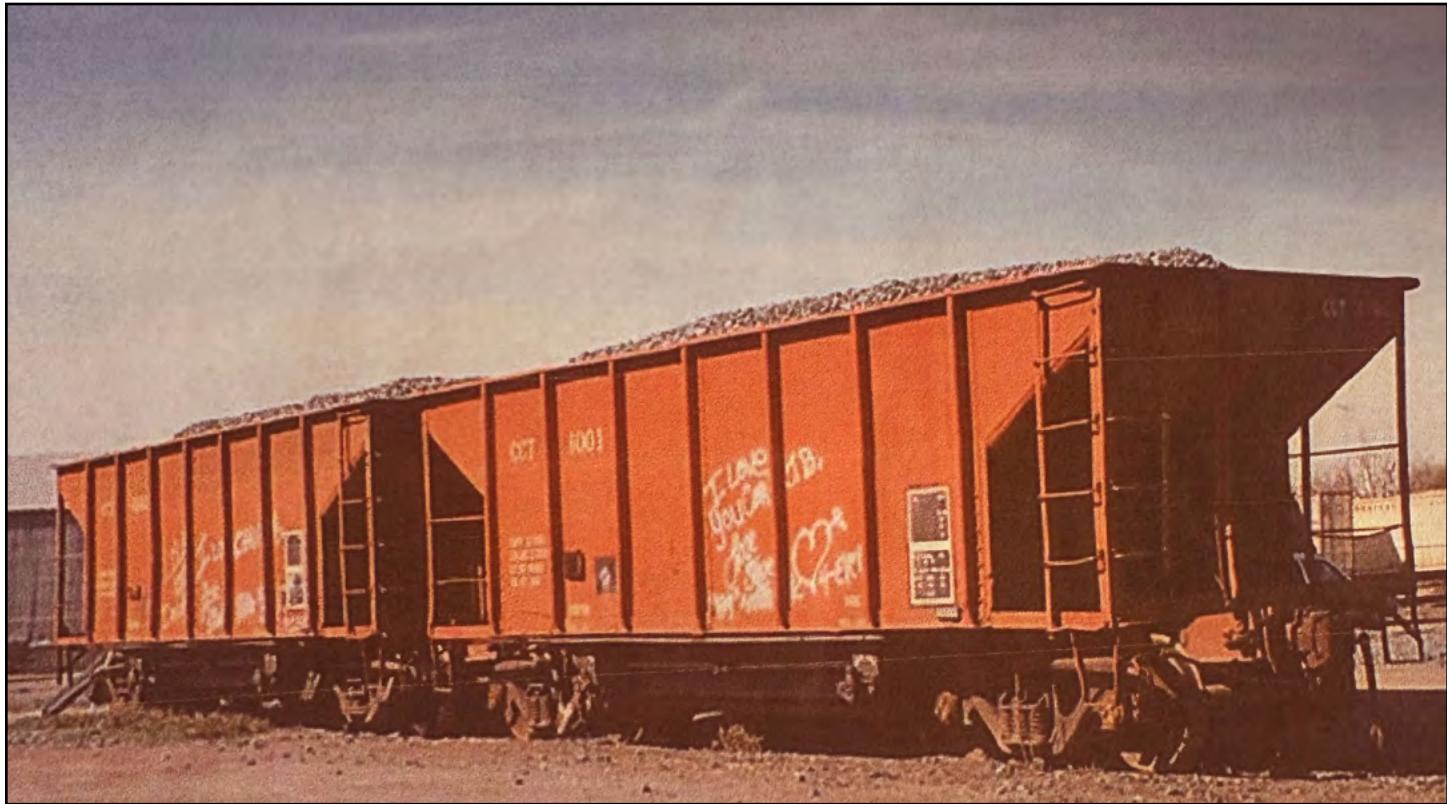
Mike Strider



## Tales of the Past

Dexter D. Day

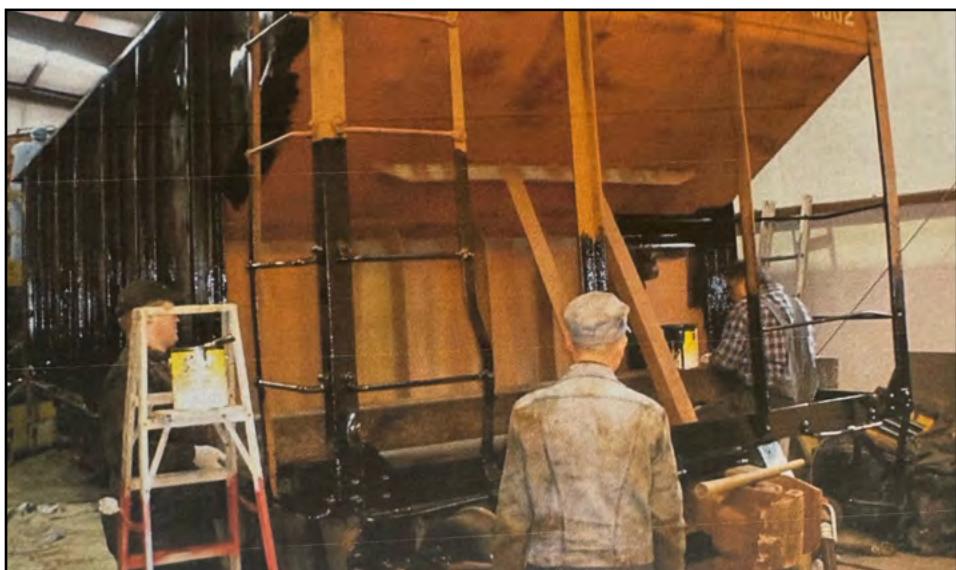
### This Month's tale: ROCKS TO DROP, WE HAVE THE CARS



Here are our two hoppers together in service and loaded.

This month's tale will take us to two cars that really help when it comes to building and ballasting a large section of track when you are rebuilding a railroad from the ground up. Our M of W crew has a smaller in-house rebuilt hopper for smaller ballast jobs on the NCRY, but when it comes to larger track builds where more ballasting is needed, they will turn to one of our two larger ballast hopper cars that holds more ballast.

When it came to acquiring equipment that was needed, you might say we were lucky that we were in the right place and at the right time when these two cars came available in 2005. Finding and being able to acquire



Here is Hopper WP 10656 (ex CCT 6002) being painted in our new shop at Brightside.

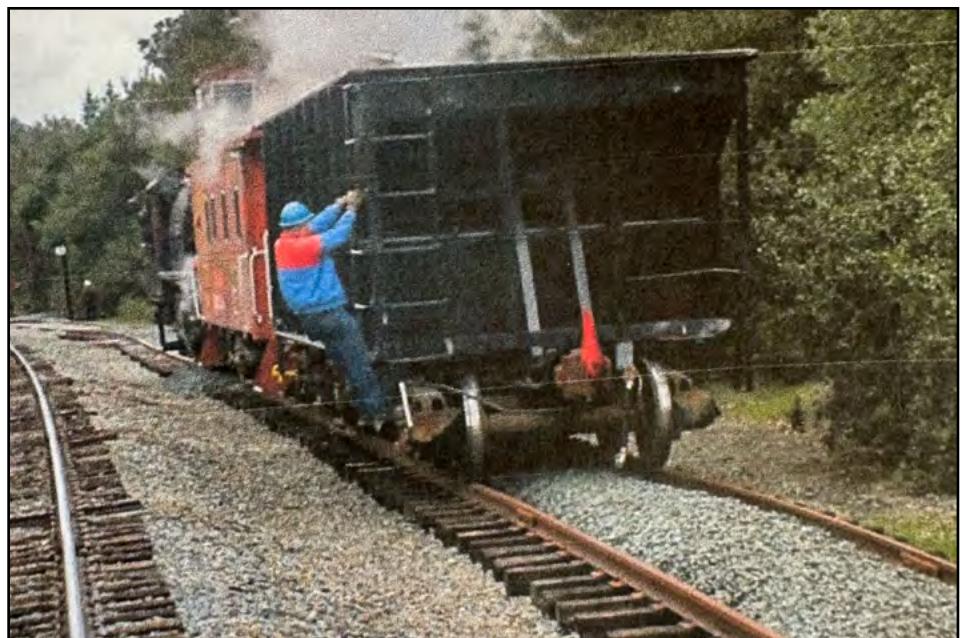
Dexter D. Day



Here is hopper WP 10656 laying down ballast on NCRY.

special design cars like these don't come available that often. But during that period in time, it seemed like we were able to acquire several pieces of equipment that were being retired and going to be scrapped. The two ballast cars that we were able to acquire from Levine Metals were Central Traction 6001 (ex WP 10612) and Western Pacific 10656 which when acquired was (CCT 6002). As you can see, we have left one painted in its Central Traction paint and repainted the other into its original WP paint colors and car number. Both cars were built by Pullman Standard in July 1953.

Both cars are 32' hoppers weighing around 46,600 lbs. and carry between



Continued on next page | This picture of Mike Strider riding hopper WP 10656 ballasting track.

## Tales of the Past

Dexter D. Day

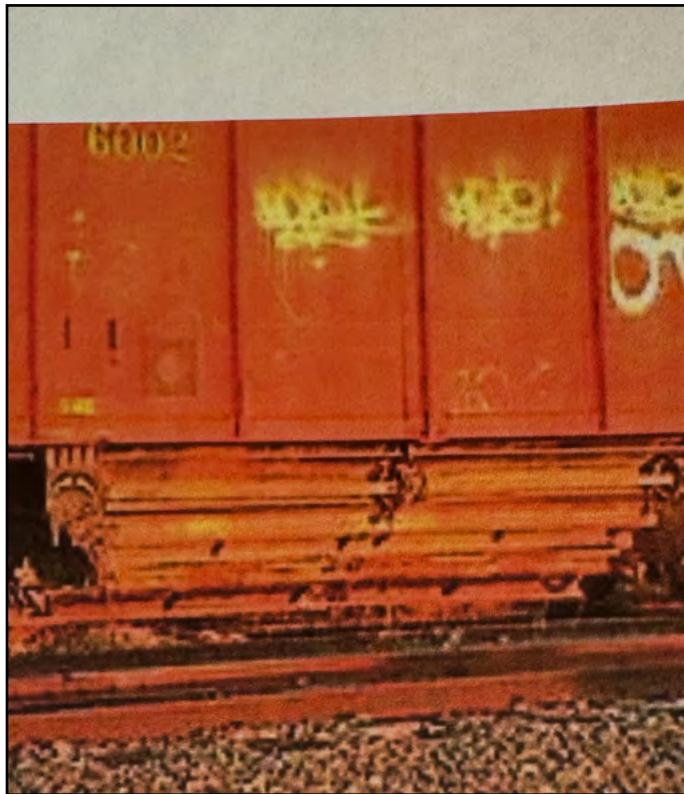
### *Continued from previous page*

164,000 and 172,000 pounds depending on the car. Both cars have friction bearing trucks. The WP 10656 went through a revamp and a new paint job in the new NCRY car shop in February of 2010. Both of these cars over the past years have been a real big help in building the railroad. Although we don't have many large ballast jobs to do all the time, it is nice to have these cars available and ready to be used when needed. We have been lucky over the years to be able to acquire as much equipment as we have on the railroad today. Several pieces of equipment acquired have played an important role in rebuilding the NCRY.

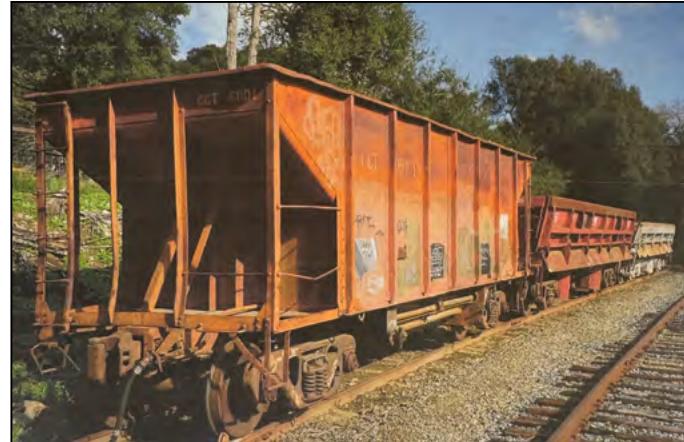
These two hoppers will be playing a role in ballasting new track as we build the track Eastward.

With that said, another tale comes to a close.

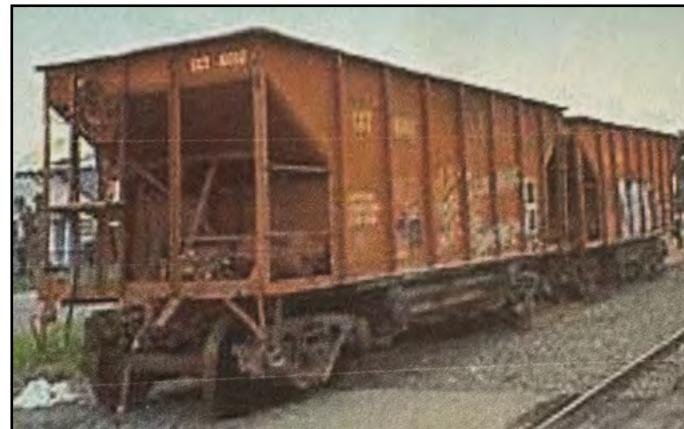
**Dexter Day**  
*Operations Manager*



This picture shows the detailing of the dump doors on these hoppers.



Here is hopper CCT 6001 sitting out East on siding with our two side dumps.



Our two hoppers together before retirement.



Here is hopper CCTv6001 with a good side view of detailing on car.

## The Motorcar Garage

Bob Pratt

### 2025 in Review

2025 had been a busy year for the Motorcar Garage Team and friends.

We started the year by continuing to add panels to the sides of the garage and having a rollup garage door as well as a small man door installed to the front of the garage.

Steve Meyer then headed up the work bench project by repurposing metal legs that were lying behind the Car parts shed and then finding some great planks up in the North 40 which he resurfaced. He recruited metal worker Ray Keogh to fabricate a metal work surface for the work bench.

Shelving was also installed at this time, using more material from the North 40 store. Steve also located a good Proto Tool Cabinet and Chest which Bob was able to pick up, on his way back from the Pacific Dream Machines event.

With a work bench and tool cabinet we started bringing in our extra tools and had a working set of tools for our purposes in no time.

While all of this was happening, Wes Van Osdol was able to rebuild the Fairmont S2-E Crew Car which we are planning to use in 2026.

Steve Knoeck jumped in and both



Bent Christensen photograph

The lone worker is Chris Hauf, starting the New Year with another ambitious painting project. Chris takes great pictures of the rest of us, but is rarely seen in pictures himself.

designed and installed our electrical system. Because of the nature of our garage, Steve built it for a wet environment, (hopefully not too wet).

Over Memorial Day weekend, Bob met two members of the Western Pacific Railroad Museum, who offered encouragement and to help with M-601 research.

With the electricity installed, we purchased and installed an air compressor that will meet our needs going forward.

Brad Jones rounded up a small refrigerator to keep our beverages cold and Curt Hoppins donated a bench top Media Blaster.

In September, after our team and John Zielinski had tried to get the hot water pressure washer working, we sent it out for repair, where their experts were able to find and fix the problems. We now have a great working Hot Water Pressure Washer.

We also had two classic Chevrolet builder/owners visit and offer encouragement on our M-601 endeavors.

In October, Warren Anderson joined our team and is already contributing. We also delivered the 1955 Chevrolet inline 6 engine to Whitney Haist for rebuilding.

In November, we picked up a Fairmont MT19-A speeder which was donated from Palo Alto. We also brought the Hydraulic Tool Platform car in to paint and install the various hydraulic tools for MOW track work.

Things slowed down in December for TOL, but we did send the M-601 passenger seat frames to Knight Foundry in Sutter Creek for replication, (thank you Jack Harrington). We also picked-up the rebuilt 4 speed manual transmission for the M-601.

We are currently making our 2026 plans.

Bob Pratt

## Public Speeder Rides

Ride the rails the way track gangs used to in a railroad speeder car! Get closer to the railroad and ride as many maintenance-of-way and signal employees did. Each car is a different adventure! Some speeders hold several passengers and some take only one and the operator.



SATURDAY  
MARCH 28th  
&  
SUNDAY  
MARCH 29th

Ride times are: SATURDAY: 9:00AM, 10:30AM, 12:30PM & 2:00PM  
SUNDAY: 9:00AM, 10:30AM, 12:30PM

Rides will depart from our Niles Station. This is a round trip to our Brightside yard through the heart of Niles Canyon where the speeders will be turned for the return trip to Niles.

Do not miss this unique chance to ride on our Niles Canyon Railway and see Niles Canyon from a different perspective.

Cost is \$35 per person.

See our website for Rider requirements.

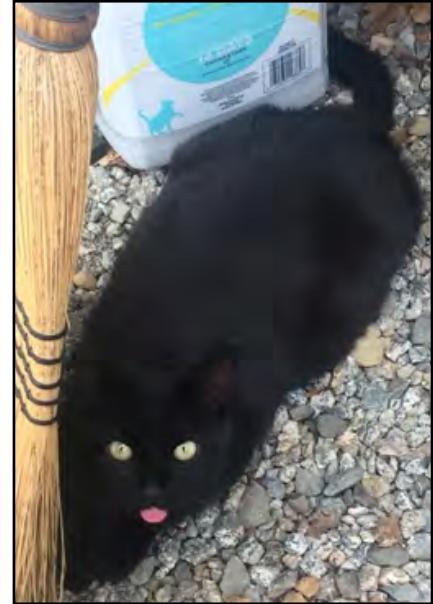
## The Cats of Brightside



**Billy**



**George**



**KayDee**

*Douglas Vanderlee photographs*

## From Railcar to Depot: Resetting the Gift Shop

With the final Train of Lights run complete and the 2026 season upon us, our gift shop has officially made its return to the depot - and it didn't happen by magic. Thanks to a dedicated group of volunteers, merchandise was sorted, transported, unloaded, and reset into the depot gift shop, marking the closure of another successful Train of Lights season which saw an increase of 21% in sales over last year.

The transition from railcar to depot is no small task. Stock had to be organized, a full inventory completed and orders placed to ensure the depot gift shop is welcoming, functional, and ready for visitors. From train whistles to stacks of apparel and souvenirs, every item found its place thanks to many helping hands.

This behind-the-scenes work is a vital part of our operations. A well-organized gift shop allows us to continue sharing our mission, support museum programs, and provide guests with souvenirs to remember their train ride.

A heartfelt thank-you to everyone who helped with the unloading, hauling, lifting, sorting, and resetting. Your time and teamwork keep the museum rolling forward—on the tracks and off. Be sure to stop by!

**Patrice McDonald**



## Holiday Quilt Raffle

The drawing for our Train of Lights Quilt Raffle has been completed, and we are pleased to announce the winner.

**Congratulations**

**Everly Schaeferle**

**May the quilt keep you cozy for years to come and be a great memory of your Train of Lights experience**

Year after year, the Piecemakers Quilt Guild of Southern Alameda County generously donates a beautiful handmade quilt for our holiday raffle, and we are truly thankful for their continued support.

## When Southern Pacific Ran On Our NCRY Route

Until 1984 Southern Pacific ran trains over our right of way connecting the Bay Area with San Joaquin Valley.

As a young railfan, often in the company of Joe Ward, former PLA Treasurer from long ago, we would spend weekend days photographing trains in the Niles Canyon area. Back then in the 1960s, there was a small yard in Niles, and a lot of freight moved through the Canyon.

As a fan of first generation SP diesels there were a lot of unusual locomotives used on trains running on our NCRY route.

Trains from Watsonville Jct. and San Jose would have Los Angeles Division units like GP20s, 30s, 35s and GE U25Bs while Roseville assigned power like F units, P & SD 9s, Alco Century Units, and KM's in the family of our 9010 would come from Bayshore, across the Dumbarton Bridge and from Oakland.

Attached are a few photos from my Niles Canyon collection taken in the 1960s & 70s.

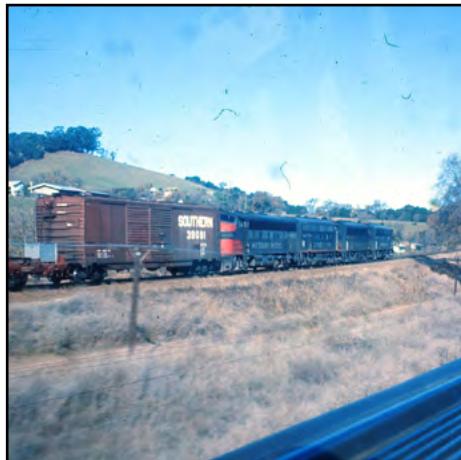
**Jim Evans**



Rock Train just east of Farwell when the Farwell siding was still in use.



Scheduled passenger service through the Canyon was discontinued in 1941, several excursion trains ran over the route. Here is one photographed by Joe Ward in 1969.



In December of 1967 I took my first solo train ride on the WP California Zephyr to Grand Junction Utah and passing through Niles Canyon near Sunol we caught up to an F unit powered SP eastbound freight.



Don Hansen was the first Secretary of the PLA and he too took photos of the SP running in Niles Canyon.



Leaving niles In 1967 PLA ran a very rare excursion that returned to the Bay Area through Niles Canyon.



LA assigned U25B locomotive with eastbound train from Watsonville or San Jose bound for Tracy at Farwell in 1969.

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Time Sensitive Material



Signal crew after inspecting Estates crossing.

*Curt Hoppins photograph*