



THE CLUB CAR



Bulletin 751

Pacific Locomotive Association, Inc.

March 2026

Steam is back in service this season!



Alan Siegwarth photograph

Clover Valley #4 will be back in service this spring pulling our excursion trains – come see the only California Mallet in operation!

INSIDE THIS MONTH

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The steam shop has been busy over the winter with maintenance on our operating locomotives and continued restoration work on the Southern Pacific #1744. Spring steam operations are right around the corner and we are pushing to have everything ready to operate the Clover Valley #4. During the winter, we've been performing minor maintenance including checking the air system, lapping valves and rebuilding an injector – all normal maintenance

that needs to be performed to keep our locomotives running. The running gear has also received inspections which includes everyone's favorite messy, greasy and difficult job of pulling cellars, inspecting and adding grease to the greas cakes that lubricate the driver main bearings. Working under the locomotive can be challenging as the short wheelbase designed for logging service means there is not a lot of room

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,
MARCH 6
7:00 PM

GENERAL MEETING

FRIDAY
MARCH 13
7:00 PM

BOARD MEETING

FRIDAY,
APRIL 3
7:00 PM

GENERAL MEETING

FRIDAY
APRIL 10
7:00 PM

All Meetings are:
In-person & Teleconference
Veterans Memorial Hall
37154 2nd St, Fremont, CA

CLUB CAR SUBMISSIONS

The deadline for submitting articles and photos for next month's issue of The Club Car is the

20th OF THIS MONTH

Submit articles in **WORD** format.

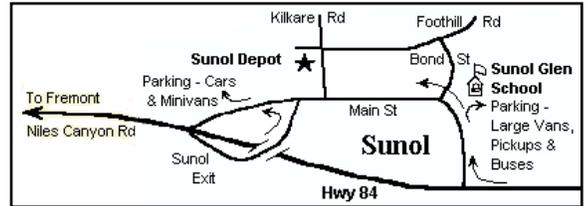
Submit photos in **jpg** format.

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

BOARDING LOCATIONS

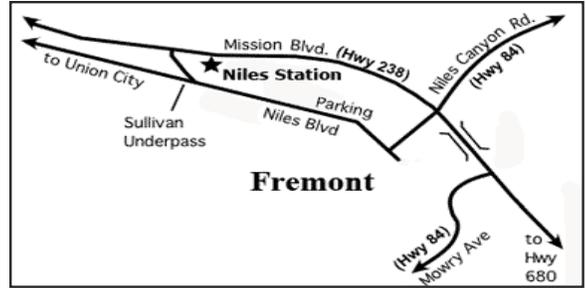
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

President.....	Tim Flippo.....	(650) 575-3341
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Director-At-Large.....	Patrice McDonald.....	(408) 772-9278
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Museum Curator.....	Dennis Mann	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

MARCH EVENTS

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
March 6	Friday	Board Meeting	Veterans Hall	7:00 pm	- Tim Flippo
March 13	Friday	Education Train	Niles	10:00 am	- The Alexanders
March 13	Friday	General Meeting	Veterans Hall	7:00 pm	- Tim Flippo
March 14	Saturday	Public Train	Sunol	10:30 am & 1:00 pm	
March 15	Sunday	Public Train - STEAM!	Sunol	10:30 am & 1:00 pm	
March 15	Sunday	Bob Pratt Charter	Sunol	4:00 pm	- Jim Evans
March 19	Thursday	Education Train	Sunol	10:00 am	- The Alexanders
March 21	Saturday	Public Train	Sunol	10:30 am & 1:00 pm	
March 22	Sunday	Public Train - STEAM!	Sunol	10:30 am & 1:00 pm	
March 28	Saturday	Brush Cutting	Niles	7:30 am	- Mark Whitman
March 28	Saturday	Public Speeder Rides	Niles	9:00 am	- Bob Pratt
March 29	Sunday	Public Speeder Rides	Niles	9:00 am	- Bob Pratt

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,578.5 volunteer hours for the month of January. 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! If I can't read your name, you will not get credit for your hours.

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Bob Pratt
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Chris Hauf
Curt Hoppins
Dexter Day
Donna Alexander
Ed Best
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Jackie Vlasak
Kent Hedberg
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Logan Mitchum-Rubasky
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Miles Wade Jr
Raphael Moll

ELECTRICAL & SIGNALS

Stephen Knoeck

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Ron Thomas
Sarah Fritz
Stephen Knoeck
Stephen Meyer

OTHER

Barry Lependorf

OTHER

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Dee Murphy
Jack Harrington
Joseph Romani
Karl Swartz
Mike Pechner
Patrice Warren

SANTA

Brian Schott
Sam Hutchins
Sandy Hutchins

TOL PARKING

Daniel Mills

TRAIN CREW

Curt Hoppins
Garon Michaelis
Jorg Linke
Mark Miller
Mason Denton
Sanjay Bhandari
Stephen Knoeck
Tim Flippo

Treasurer's Report

Steve Miller

I'd like to share a brief background on myself and my journey to becoming the Treasurer for the PLA. Before relocating to the Bay Area, I gained nearly a decade of experience as an HOA Treasurer with as a Condominium Homeowner in Los Angeles. Since then and for the past six and a half years, my wife Faith and I have called Niles Canyon home, living halfway between the Niles Station and the Brightside Yard.

During my previous time with my HOA, I also served as Board President on and off for several years. I'm very proud of my track record there—I take my fiduciary responsibilities seriously and have always kept a close, careful eye on the financials.

My journey with the PLA organization began on a Friday night in November 2019. While driving through Niles on my way home, I spotted a beautiful Train fully decorated for the Holidays. I immediately looked up the Niles Canyon Railway online and saw they were accepting volunteers. The very next day, I went down to the Niles Station, where Steve Jones warmly greeted me and put me straight to work directing parking. I have loved the experience ever since, and accounting for the pandemic interruption, 2025 proudly marks my seventh year volunteering for NCRY. For additional context, I am currently employed full-

time. In my professional role, I manage a local freight company that handles both local and long-distance cargo logistics. Beyond overseeing the daily operations and managing a large staff, my financial responsibilities include oversight of all Payrolls and Financials, as well as preparing and presenting quarterly P&L statements to my Senior Director.

Looking ahead, I'm currently working very closely with Pat Stratton to learn the ropes of the PLA Treasurer role. We've spent several hours together already, as he shows me how to prepare the financials while keeping

our vendors paid, and making sure the lights stay on! I definitely still have a lot to learn, but my main goal is simply to continue Pat's fantastic work. Pat has been incredibly successful over the years, and I plan to follow in his footsteps to ensure a perfectly smooth handover for everyone.

I don't plan on making any major changes—after all, why fix what isn't broken?

Steve Miller

Treasurer

treasurer@ncry.org

Membership

Sarah Fritz

New Members:

Ethan R Arrowsmith, Shannon Burla, Chris Decker, Barbara Dumont, Wade Eagleton, Brian Ireland, Tracy Ireland, Blake Shivy and Gregory S. Shivy. Welcome new members!

Gabriel Gleeson has requested to become a voting member. He has met the Bylaw requirements, and the board has approved his request. Voting for Gabriel Gleeson will take place at the March 13th general meeting.

There are currently 75 active members in the renewal cycle. Club Express sends out a membership renewal reminder email 45 days prior to your expiration date, and another one 15 days prior. Please don't forget to check

your spam folders for these emails. If you didn't provide an email in Club Express, you should receive a hard copy of the renewal reminder through regular mail. If you have any questions regarding your membership renewal please send me an email at:

membership@ncry.org

Dues for PLA membership renewals are:

Primary member:

\$48.00 per year.

Secondary adult member:

\$24.00 per year.

Child (under 18 years of age):

\$12.00 per year.

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

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,

I'd like to start off by thanking all the Train of Lights volunteers for another successful TOL season. Without you we would not have a TOL. I'd also like to thank Doug Debs for putting on another great TOL Thank You party! Just think, six months till we start decorating for the 2026 Train of Lights.

We've recently taken advantage of some gorgeous weather that has allowed us to start working on our off-season projects. There are all sorts of projects that need to be accomplished,

so come out to Brightside on Wednesdays or Saturdays and join the fun!

The nominating committee for the 2026 elections has been formed and consists of Ed Best, Jim Stewart and Mark Miller. Please contact one of them if you would like to run for office.

It is just about that time of the year again for the board to make their choice for the Whistle award. Members can also send in their nominations to Sarah, the Membership Secretary, for the Volunteer of the Year award. Both will be handed out at the 4th of July picnic.

Due to the July 4th holiday, the July General meeting will be held on July 10th at 5:30PM and the Board meeting will follow at 7:00PM.

As you may know, one of our longtime members Alan Frank recently passed away. The Livermore Rotary Club is working to honor Alan by fixing up the old freight room at the Livermore train station and naming it in his honor. If you would like to donate, please send a check to the Livermore Rotary Club noting Alan's name. The address is found elsewhere in this Club Car.

I would like to thank everyone who voted in the last Bylaws amendment. We had 69 Ballots returned out of a total of 74. That was great!

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

MASTER PLAN HELP NEEDED

By Tom Eikerenkotter,
Master Plan Revision Team Chief

As the Master Plan team progresses towards finalization, there are several tasks where we need assistance from members.

We need help with the environmental review process; the review process for historic property; development of PowerPoint presentations; and formatting/publishing and printing of a final document. If you can help or know someone who can, please contact the team at the following e-mail address:

master-plan-submissions@ncry.org

RWP CLASS

RAILWAY WORKER PROTECTION

HELD AT THE
WHITE HOUSE
9:00 AM

SATURDAY
APRIL 11, 2026

=====

SATURDAY
APRIL 18, 2026

SIGN UP FOR CLASS
at
traincrews@gmail.com

Along the Right of Way

Stephen Barkkarie

At our general membership meeting in February, I mentioned that we were fortunate to have had a mild winter and, by saying that out loud, I condemned us to a cold, windy, rainy mid-month. I guess the Punxsutawney rodent was right this year. But that is not enough to dampen the spirit of our stalwart volunteers who continued to extend the line toward Pleasanton, restore our fleet of passenger cars, and prepare the motive power stable for opening of the operating season. Second Saturday in March will see the public coming out to enjoy an early Spring tour of the canyon. This month has it all, including charters, speeders, and steam. Oh My!

The build East and MOW have been hampered by our main work train tug sucking an exhaust valve into a cylinder and it had to be sidelined to pull the engine. While we wait for repair parts, we had to get creative to move supplies and people up the track. Fortunately, we were donated a hi-rail Chevy Colorado pick-up last year and it has come in handy for small crews to perform maintenance in the canyon in style like changing cracked joint bars and servicing flange lubricators. To get track building materials all the way to the East end is a different story. For that, the Burro crane and heavy hauler were called into action. It can carry all the ties, tie plates, joint bars, bolts and spikes needed for the day's work. (We no longer leave metal parts unattended out there because we have lost a lot to metal thieves.) We staged the materials the night before. The previous week we used the burro/flatbed to pre-stage rails on custom built sawhorses strong enough for the heavy 132lb rail. On the workday Saturday we put the new-to-us Tamper into service pulling the tool train. It was a slower than usual trip, but we made it and with the hi-rail backhoe, the team had everything needed for a day of laying track. A healthy turn-out of people succeeded in building another



Stephen Barkkarie photograph

Materials headed for the East end extension.

117 ft of track ready for ballast. Despite little mechanical gremlins, the PLA finds a way to get the job done.

Back in Brightside car restorations are going gangbuster even with the inclement weather. Outside the car shop the SP2101 suburban car is undergoing paint removal on the North side and both vestibules. (As you may recall, we began painting this car late in the Fall before TOL.) We are determined to get this job done. Many folks, including our president, have taken up needle scalers and sanders to get the paint stripped off and repairs of rusted out spots are well under way. Water can do a lot of damage to metal given decades to work and the rust swells, opening seams and distorting the steel. The trick to the repair is to remove the rust flaking which means cutting away the corroded metal, find good steel to weld to, and making a



Stephen Barkkarie photograph

A full compliment of workers make track.

Stephen Barkkarie

patch that blends in when finished. It is a real art to know just how much to cut away and how to form a patch.

In the car shop, windows and sides of the "Ranch" car are continuing and there is a light at the end of the tunnel. A few more yards of sides to weld in and the window rebuilds are in full swing. I was treated to a demonstration of an interesting technique that involves dissolving a broken stainless-steel screw in the aluminum window frame using a chemical solution. This common chemical solution is held around the screw with a clay containment dam, kept warm with a heat pad, and within a day or two the screw is gone without damage to the aluminum. This is truly alchemy.

Once again, the WP315 car is undergoing window frame rust repair. The intricate work of cutting out the bad and welding in good is complicated by the insulation in the walls that has to be protected from the heat of the repair. This takes a lot of time and skill. With practice we are getting pretty good at it. After the last dozen or so frames are repaired the newly made and freshly painted windows can be installed. Then, we can look at repairing the roof panels warped by water leaks, installing luggage racks and perhaps getting my dream of a restroom in the car.

Our Wednesday Warriors are back at work on the "Sacramento" business coach pulling windows that need attention, sanding water stains from the paneling and replacing ceiling panels warped by the leaking roof. The car is still covered by a heavy-duty tarp until the weather permits the roof repairs to continue. This is another case of cutting out the bad and welding in the good while protecting the insulation inside. What fun.

The diesel maintenance crew has replaced filters, cleaned engine compartments, cleaned glitchy electric contacts to get the locomotives ready



Stephen Barkkarie photograph

Hole fix short-cut make a backup patch.



Stephen Barkkarie photograph

Insert the patch behind hole.

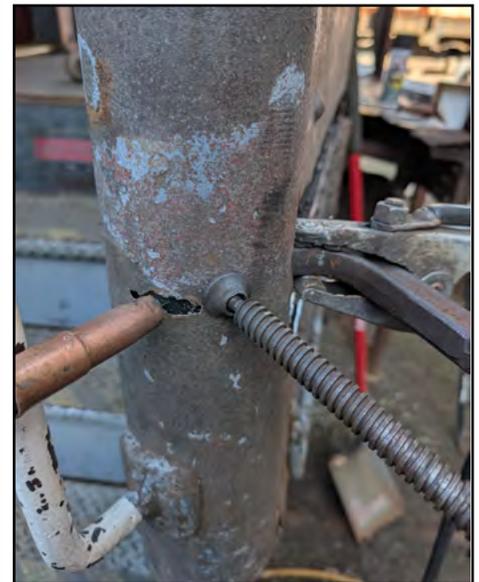
for summer season. They are even going after long-needed repairs on the sanding system on SP1423. Not that we need sanders in the summer, but it is nice to have a fully functional engine. It's a good way to get to know an engine by crawling around under it. Good job guys.

Opening weekend will have both diesel and steam trains running, crew



Stephen Barkkarie photograph

Clamp the patch in place.



Stephen Barkkarie photograph

Ground the clamp and fill with weld.

sign-ups are out and don't forget to sign up for a recertification class. Track workers will need to take the Railway Worker Protection review. They will be scheduled for April. Look for the ad in this issue and sign up with the crew caller.

Stephen Barkkarie
General Manager

Stacktalk

Alan Siegwarth

Continued from Page 1

to work between the frame – being flexible is a requirement and coming out filthy dirty is unavoidable.

Meanwhile in the shop, the Robert Dollar #3 is going through her annual inspection requiring a substantial amount of inspections and maintenance. The boiler has been prepared and a test hydrotest has been performed in preparation for the official hydrotest that will be witnessed by our Federal Railroad Administration Inspector. The logistics to perform these hydrotests can be a lot of work in itself as we usually need to take a tankcar to Sunol just to get water to perform the hydro. Once the hydrotest is completed, we will need to inspect the boiler, lap and reinstall the throttle among other work to get the #3 ready for operation later this year.

In SP#1744 restoration news, the steam crew continues to measure in preparation for tramming the frame and setting dimensions to machine the shoes/wedges and boxes to set up the locomotive running gear. This is a long and involved process but getting started is the first step in getting it completed. We also have been making a plan to mount the boiler when completed with a contractor. There is a lot of work involved including rebuilding the boiler mounts that are in really poor



Alan Siegwarth photograph
Clover Valley #4 engineer's cab view with pressure and air gauges.



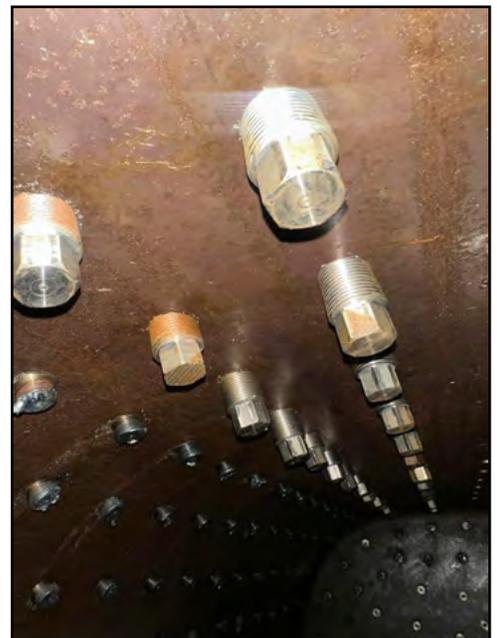
Alan Siegwarth photograph
Chuck Kent and Gabe Gleeson work on closing up the dome after blanking the throttle in preparation for the annual hydrotest.



Alan Siegwarth photograph
Charles Franz from the ground looks on at work going on, on top of the #3.



Stockton Locomotive Works photograph
Crown stay installation on the SP #1744 by Stockton Locomotive Works.



Stockton Locomotive Works photograph
Installed SP #1744 crown stays inside the firebox.

Alan Siegwarth



Stockton Locomotive Works Photograph
Crown Stays.



New boiler check valve parts being machined by one of the PLA's friends helping with the SP #1744 project.



Alan Siegwarth Photograph
Chris Brophy and Chuck Kent working on machining the rear boiler support bracket. Stockton Locomotive Works.



Boiler check valve parts being machined.

condition. Thanks to Art Randall and JB, the frame is ready for mounting the rear support bracket that we started machining/fixing in February. Work will continue on the boiler mounts so we will be ready to install the boiler when completed. Meanwhile, the work on the boiler continues to move forward with Stockton Locomotive Works gradually installing rigid crown stays. Other progress on the boiler check valves has started with a PLA friend performing some needed machine work to replace the internals which unfortunately were scavenged for other uses while the #1744 was in limbo due to the Iowa Pacific bankruptcy. The checks require a lot of machine work to make the required new parts but we are privileged to have our friend's help with this work.

Alan Siegwarth
Steam Department Head



Boiler check valve parts in process of being machined.

Tales of the Past

Dexter D. Day

This Month's tale:

THE LONE RANGER? BX-12 BOXCAR ATSF 213612



Dexter Day photograph

ATSF 213612 as it sits at Brightside looking pretty good for age. Needs new door on one side only.

This month's tale looks at one of our hidden treasures which has been with us for many years. To many members, it looks just like another old boxcar that is worn out and is taking up track space. In fact, not too many years ago, there was a push to get rid of this car off property, but with a good defense from a few members and a known railroad historian for reasons in keeping the car.

So, at that time, the Board of Directors decided that it needs to stay within our collection.

What car would raise such a fuss within a historical orientated group?

It is ATSF 213612, a BX-12 class boxcar which was 1 of 350 single sheathed cars built in 1930 in that lot. Cars were built by American Railway Association Standard design. From

1942 to 1944, 3300 cars were built. Many vary in the number built in ATSF shops to increase their height. The car represents a significant era of ATSF rebuilding program when old wood-bodied cars were upgraded with modern steel components. Rebuilt to extend roof in early 1940's to increase cubic capacity to 10'6" (raised roof) cars. The cars were renumbered in

Dexter D. Day

1945 (210000-214549 series). The cars were Mineral Brown (Boxcar Red). The cars had steel extended roofs coated with anti-skid car cement and modified with steel dreadnaught ends and Youngstown Corrugated steel doors.

These cars were also equipped with Ajax Power Hand Brakes. They were the first Santa Fe boxcars to be built new with those geared hand brakes.

The end ladders were extended to go along with the raised roof. The ladder extensions are still on the car as it sits. When this car was retired from active service as an operating boxcar in 1970's, the car was acquired by Jack London Square in Oakland as a billboard car and storage area.

The car was considered surplus by Jack London Square in 2000 and the
Continued on next page

PLA got the car in 2001 which we moved to Brightside. At this time, there are two other known cars of this class

which are not in museums if any are.

One of these cars is near China Lake California, but the car is no longer on its



Dexter Day photograph

End view shows gear brake and roof and the ladder extension still attached. Rest of ladder removed.



Dexter Day photograph

This picture shows the condition of the steel ends and sides. Wood sides are still hanging in there.



Dexter Day photograph

Another view of sides and end with the hand brake.



Dexter Day photograph

Good shot of side of car and wood condition along with door intact with locking device.

Tales of the Past

Dexter D. Day

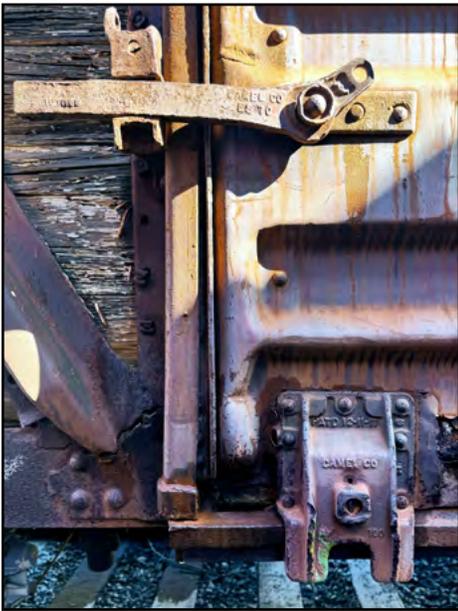
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wheels and it still looks in good shape. The other one is in Amarillo, Texas which isn't in good shape and is sitting on the ground. Now that we have this last one still on wheels as we believe,

and it is in fairly good condition as far as the wood goes (it still has some). We should put some type of wood preservative on it to stabilize it as it sits. The steel seems to be in good shape and the car needs another door to be

reinstalled to make it look intact again.

With that said, another tale comes to an end.

Dexter Day
Operations Manager



Dexter Day photograph

This shows locking device on car. Original device and roller guide.



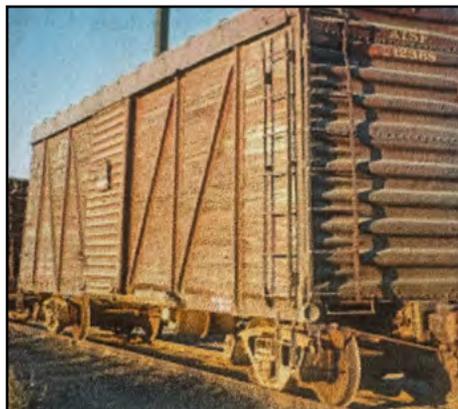
Dexter Day photograph

This is another one of our treasures. This car shows what our article car looked like before its roof was extended.



Dexter Day photograph

Another picture of side of car with door. The braces show to be in good shape.



This is not our car, but it is a good over all shot of car class.



Dexter Day photograph

"Scrap metal only", what the railroad thought of car toward the end.

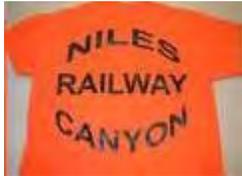
NILES CANYON RAILWAY

Gift Shop News

Patrice McDonald

All Aboard! Calling All Volunteers: It's time to suit up for the season!

If you haven't grabbed your orange work shirt, now's the time to pick one up before operations go full steam ahead.



We have the following sizes available.

Short sleeve with a pocket: S-M-L-XL-2X

Short sleeve without a pocket: M-L-XL-XLT-2X

Long sleeve with a pocket: 2X, 3X

(only one in each size available)

Long sleeve without a pocket: S, M, L, LT, XL

Need more gear? You can purchase jackets, windbreakers, denim shirts and polo shirts through special order. All special orders require pre-payment before order is placed.

Please send an email to: giftshop@ncry.org if you are interested.

Let's keep the crew looking sharp, easy to spot, and ready for departure.

Next Stop? A Great Season!

Patrice McDonald

TOL Quilt finds its new home!

It's been a few weeks since the quilt was picked up from the gift shop. Once the quilt leaves with its new owner, we normally don't see it again in its new home. Below is our lucky winner, Everly, and her dad Nick and Everly enjoying the quilt. – Patrice McDonald



Entertainment May 8, PLA Members Meeting
Veteran's Hall, Niles
Show Begins Promptly at 6PM.

Catenary Video Productions Presents
The Trains We Missed - Volume 2
Logging and Mining Shorelines

Featuring 16mm Motion Picture Footage of:
Michigan-California RR and Cableway
Pickering's Sugarpine RR (Stan Kistler and Al Rose)
Apache Railway
Oregon & Northwestern RR
Minera Mexicana Peñoles at Avalos
Magma Arizona RR
Trona Railway
Kaiser Steel - Eagle Mountain RR
Tooele Valley Railway
Carbon County Railway
US Steel, Geneva, Utah

62 Minutes, 16x9 Wide Screen Color, Stereo Sound.

A Cure for those with Baldwin Sickness and Short line Fever

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.

Treasure hunting with Doug Debs

The Cordelia Junction Antique Mall spans 12,000 square-feet of a winding labyrinth of shopping enjoyment. Several train cars were attached to the sides of the building to make it a unique shopping experience.

The PLA and Niles Canyon Railway have always been very resourceful and imaginative. Doug Debs got a call with information that the Cordelia Junction Antique store was quitting business and the property was being sold. A scrapper was hired to cut-up and remove the box cars and passenger cars that have made up the business for almost 40 years. The treasured prize was the Crown Brasses inside the journal boxes on the trucks. They surround friction bearing axles and are no longer manufactured except in cases where the molds are still available to be poured. Most of Niles Canyon Railroad cars have friction bearings that are nearing 100 years of continuous use. Dougs Debs and Joe P. spent all day in the cold and fog of Cordelia to harvest six Crown Brasses from two of the box cars. One of the cars had roller bearings, and was a late model Hydra-cushion Western Pacific Box Car.

Mike Pechner



The entrance to the mall lined with box cars.



Mike Pechner photograph

Doug discussing with one of the scrappers how he was going to remove the wedges.



Mike Pechner photograph

The WP box cars were dragged from where they were sitting and then de-trucked so Doug and Joe could get at the brasses.

NILES CANYON RAILWAY

Track Crew Continues to Build East

With a dry January that ran into the beginning of February, the East Build crew had a perfect work day on Saturday, February 7th. Temps were in the upper 60's low 70's. We had up to 17 volunteers and laid 3 lengths of rail. Mongo is having its engine rebuilt so power for the MOW train was provided by our newly acquired switch tamer which had plenty of pull to get the MOW train to the east end. The crew intended to use the new hydraulic diesel unit to run the spike driver, but the unit did not start in the morning, so the crew switched out the compressor car and put it in the train to go out east. The day before, Friday the 6th, Steve Barkkarie, Steve Knoeck and Mark Whitman brought out the required supply of crossties, rail, joint bars and tie plates for the Saturday crew using the Burro crane, heavy hauler and tie handler. Like clockwork, the Saturday crew laid out the crossties, plugged the spike holes, spaced the ties, set the rail on the ties and spiked every 4th tie to gauge. After every 4th tie was gauged and spiked, the remainder of the ties were spiked using the air hammer. We

got almost all the way to the end of the 3rd rail length and the air hammer stopped working, so we hand spiked the remaining 10 or so ties. It was good practice for the young volunteers that had never worked on track. The

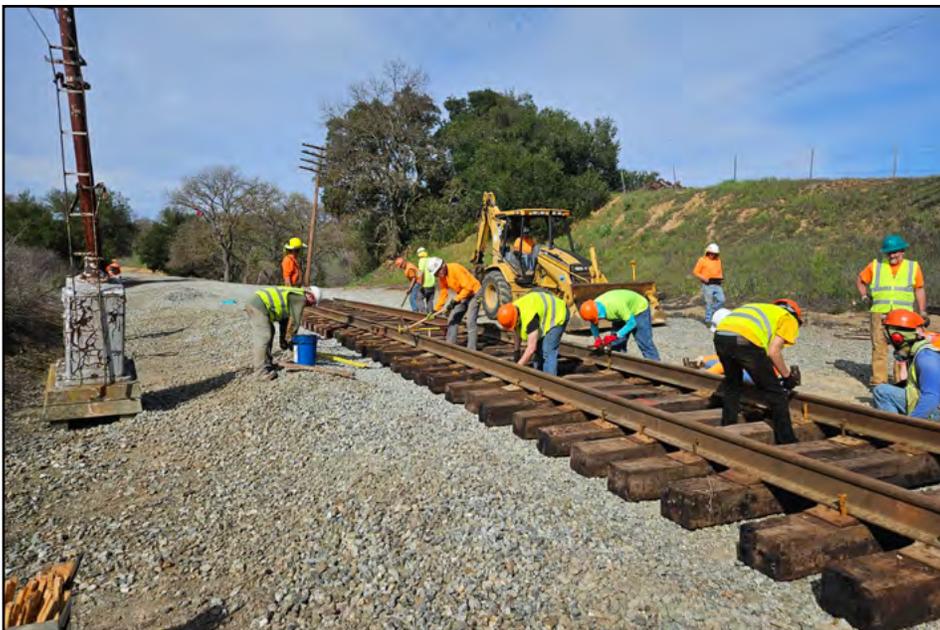
end of the constructed open track is now just past the block signal east of the 14th tee at Castlewood golf course, MP 39.3.

Mike Strider



Mike Strider photograph

Building track east of Castlewood 2/7/26.



Mike Strider photograph

East build crew installing new track Saturday, Feb. 7, 2026.



Mike Strider photograph

Current end of constructed track as of Saturday, Feb. 7, 2026, looking railroad east.

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

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**RIDE THE RAILS
FOR RELAY
4th Sunday in April**

RELAY FOR LIFE
American Cancer Society

**15th Annual Ride the Rails Relay for Life Event
Sunday, April 26, 2026**

Round trip departures from Sunol Depot: 10:30, 12:30, 2:30
6 Kilkare Road, Sunol, CA 94586
Handicap & wheelchair accessible

Tickets: Adults \$25, Children \$15.00, under 3 free
purchase online at ncry.org or the day of the event

Local artisans displaying items for purchase
complimentary wine tasting, snacks & beverages
available for purchase or bring a picnic

ALL PROCEEDS BENEFIT  AMERICAN
CANCER
SOCIETY

Trains and Crews donated by Niles Canyon Railway
Questions? station-agent@ncry.org 510-996-8420