



THE CLUB CAR



Bulletin 752

Pacific Locomotive Association, Inc.

April 2026

East Build crew continues



Chris Hauf photograph

After confirming the distance of the end of the tie, the Build East crew leans into sliding the rail into proper position so spiking can begin.

INSIDE THIS MONTH

- 3 April Events Schedule
- 4 New Brakeman Class
- 5 Membership Report
- 6 Along the ROW
- 15 May Meeting Entertainment

About 15 volunteers came out for the Saturday March 7th, 2026, east build track reconstruction effort on a beautiful sunny day. Three more lengths of rail were laid and fully spiked and gauged. Three rail lengths is a typical goal for a day's work. The current "stick" method of building track is a bit slower than our previous method using panels, however, in the current method all the ties are good and the rail does not need to be shifted and respiked

as in the panel method. Concurrently helping the track crew was the brush cutting crew of Mark Whitman and Brad Jones staying ahead of the track crew by removing offending tree vegetation in the clearance envelope.

The Brush Cutting crew and the Build East crew are always looking for more volunteers.

Mike Strider

East Build 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,
APRIL 3
7:00 PM

GENERAL MEETING

FRIDAY
APRIL 10
7:00 PM

BOARD MEETING

FRIDAY,
MAY 1
7:00 PM

GENERAL MEETING

FRIDAY
MAY 8
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.

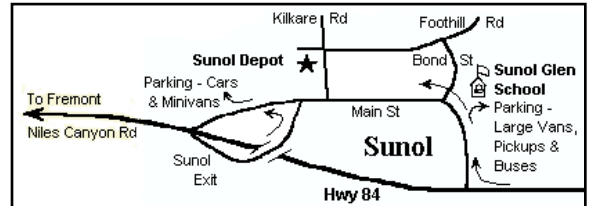
Submit photos in **jpg** format.

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

BOARDING LOCATIONS

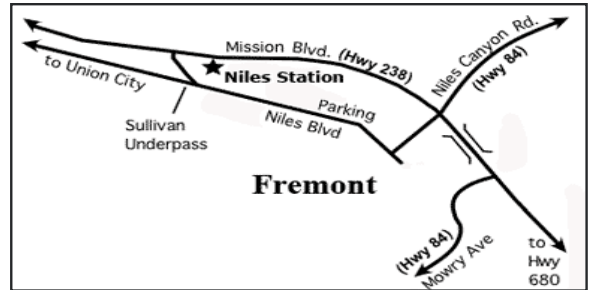
SUNOL DEPOT

6 Kilkare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

President.....	Tim Flippo.....	(650) 575-3341
Vice President.....	Jim Evans.....	(650) 697-9033
Recording Secretary.....	Matt Petach.....	(925) 860-4296
Membership Secretary.....	Sarah Fritz.....	(510) 754-0355
Treasurer.....	Steve Miller.....	(323) 957-5646
Director-At-Large.....	Doug Vanderlee.....	(209) 832-0332
Director-At-Large.....	Mark Miller.....	(510) 502-8521
Director-At-Large.....	Patrice McDonald.....	(408) 772-9278
General Manager.....	Stephen Barkkarie.....	(510) 368-1733

===== DEPARTMENT HEADS =====

Brush Cutting.....	Mark Whitman	Museum Curator.....	Dennis Mann
Car Department.....	Dennis Mann	Operations Manager.....	Dexter Day
Charter Agent / Docents.....	Jim Evans	Public Relations.....	Henry Baum
Chief Engineer.....	Mike Strider	Road Foreman of Engines...	Kent Hedberg
Club Car Editor.....	Barry Lependorf	Security Department.....	Jim Evans
Commissary.....	Doug Debs	Signal Department.....	Curt Hoppins
Crew Caller.....	Jackie Vlasak	Station Agent - Sunol.....	Donna Alexander
East Build.....	Stephen Knoeck	Steam Department Head.....	Alan Siegwarth
Gift Shop.....	Patrice McDonald	Steam Hosteler Training.....	Jeff Schwab
Hazmat Manager.....	Doug Debs	Technology.....	Matt Petach
Maintenance of Way.....	Ron Thomas	Train Master.....	Mark Miller
Marketing Manager.....	Chris Hauf	Volunteer Coordinator.....	Ed Best
		Yardmaster.....	Stephen Barkkarie

The Club Car is an official publication of the Pacific Locomotive Association, Inc., P.O. Box 515, Sunol, CA 94586-0515 .

The Club Car is distributed monthly to members, sponsors and friends of the Pacific Locomotive Association.

The Pacific Locomotive Association, Inc. is an IRS Code 501(c)(3) non-profit charitable organization. Donations are tax deductible to the extent allowed by law.

The PLA's Federal Tax ID is 94-6130878, the State of California Tax ID is 0501445.

General Meetings are held on the 2nd Friday of each month, except December, at 7:00 p.m. in the Veterans Memorial Hall in Niles at 37154 2nd Street, (corner of 2nd St and E St). Members, Sponsors & Guests are welcome.

Items in this publication are Copyright © 1962-2026, Pacific Locomotive Association, Inc. and may be reproduced only by permission with credit to the source.

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).

NILES CANYON RAILWAY

APRIL EVENTS

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
April 3	Friday	Board Meeting	Veterans Hall	7:00 pm	- Tim Flippo
April 4	Saturday	Building East	Brighside	8:00 am	- Steve Knoeck
April 10	Friday	Education Train	Niles	10:00 am	- The Alexanders
April 10	Friday	General Meeting	Veterans Hall	7:00 pm	- Tim Flippo
April 11	Saturday	Public Train	Sunol	10:30 am & 1:00 pm	
April 12	Sunday	Public Train - STEAM!	Sunol	10:30 am & 1:00 pm	
April 16	Thursday	Education Train	Niles	10:00 am	- The Alexanders
April 17	Friday	Education Train	Sunol	10:00 am	- The Alexanders
April 18	Saturday	Public Train	Sunol	10:30 am & 1:00 pm	
April 19	Sunday	Public Train - STEAM!	Sunol	10:30 am & 1:00 pm	
April 25	Saturday	Brush Cutting	Niles	7:30 am	- Mark Whitman
April 26	Sunday	American Cancer Society Train	Sunol	10:30 am, 12:30 pm & 2:30 pm	

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,297 volunteer hours for the month of February. Volunteer hours should be reported to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from the log sheets in Blake's Palace. PLEASE PRINT CLEARLY on the LOG SHEETS. If I can't read your name, you will not get credit for your hours.

ADMINISTRATION

Bob Bradley
Bob Pratt
Charlene Murrell
Chris Hauf
Curt Hoppins
Dexter Day
Ed Best
Henry Baum
Jackie Vlasak
Kent Hedberg
Mark Miller
Mary Asturias
Matt Petach
Pat Stratton
Rich Alexander
Robert Giles
Sarah Fritz
Stephen Barkkarie
Steve Miller
Tim Flippo
Tom Eikerenkotter

ARCHIVES & LIBRARY

Brian Hitchcock

CAR DEPARTMENT

Andy Gibbs
Arthur McKenzie
Bob Moore
Bruce Heron

CAR DEPARTMENT

Bruce Wonnacot
Dean Valentine
Dennis Mann
Doug Debs
Garon Michaelis
James Baber
Joe Bourbin
Linda Randolph
Louis Bradas
Marshall Williams
Peter Bradas
Phil Stone
Steve Van Meter
Steven Brown
Tim Flippo
Tom Crawford
Warren Anderson

COMMISSARY

Dee Murphy
Doug Debs
Jack Harrington
James Baber
Joseph Romani
Ron Thomas

ELECTRICAL & SIGNALS

Curt Hoppins
James Stewart

ELECTRICAL & SIGNALS

Joseph Romani

FACILITIES

Bob Bailey
Doug Debs
Doug Vanderlee
James Baber
John Zielinski
Mark Whitman
Matt Petach
Stephen Meyer
Steven Brown

GIFT SHOP

Charlene Murrell
Patrice McDonald

MECHANICAL

Alastair Young
Armin Haken
Bob Pratt
Charles Franz
Chuck Kent
Garon Michaelis
Gerald DeWitt
Henry Chandler
Howard Wise
Jeff Haslam
Jeff Schwab

MECHANICAL

Jorg Linke
Joseph Romani
Karl Swartz
Warren Anderson
Whitney Haist
William Stimmerman

MOW & TRACK

Adam Weidenbach
Armin Haken
Bob Bailey
Chris Hamilton
Gregory Gleeson
James Moon
John Zielinski
Jordon Hamilton
Mark Whitman
Matt Petach
Pat Stratton
Ron Thomas
Stephen Knoeck
Steve Hill

OTHER

Barry Lependorf
Bob Pratt
Dee Murphy
Garon Michaelis
Jack Harrington
Patrice Warren

OTHER

Tim Flippo

TRAIN CREW

Curt Hoppins
Doug Vanderlee

TRAIN CREW

Kent Hedberg
Mason Denton
Stephen Barkkarie
Tim Flippo

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

traincrews@gmail.com

Treasurer's Report

Steve Miller

As we move into the last quarter of our Fiscal Year, our Balance Sheet as of February 28, 2026 shows the result of strong revenues from a successful TOL season. Our holdings at our Bank account include our revenue, interest-bearing money market, and checking account balances, three cash drawer funds, and a bank CD earning interest. We also have several broker CD's earning market interest rates or better, with laddered maturities of up to 18 months. More will soon be parked there until otherwise needed.

As of Feb 28, 2026 we are 8/12 through the budget year. Our operating revenue is at 97.3% of budget with 3 months to go, and our revenue from donations is at 133.5% during this same time period. When you factor in the start of our 2026 Train revenue through end of June, this certainly puts us in a very good financial position as we transition into our new fiscal Year starting in July.

The auditors completed their part of the financial audit of the PLA this past week. Because PLA's gross revenue exceeds the minimum requirement, California law requires independent Board oversight of the annual audit. This does not require a separate standalone Audit Committee, and the Board itself (or a small subset of independent directors) can serve in that role. Since PLA is an all-volunteer organization and the Treasurer maintains the books, the key governance point is that the Treasurer should not be the sole person reviewing and approving the audit. Instead, the audit should be reviewed and approved by the

full Board or by independent Board members other than the Treasurer alone. Upon recommendation of our financial auditor, the PLA has formed a small group consisting of the Treasurer and 1 or 2 other Board members to review the completed audited financial statement for the fiscal year ended June 30, 2025.

A note for those of you making authorized purchases on behalf of the PLA. You already know that your documentation to the Treasurer should include any invoices or packing slips you received from the vendor, and if you are expecting reimbursement, you must submit the filled-in Volunteer Expense Reimbursement Request form with receipts. This documentation must also include your full name (not just "Steve!"); and the equipment number or name, or location, or project name. Tell us what, where, when, how, who and why. This will help us keep our record-keeping as accurate as possible. Please get your receipts and reimbursements in sooner than

later. My preference is that you get these to me no later than month's end. This will allow me to process your reimbursements in a timely manner.

We are finalizing a QR code that will allow Patrons to make donations via Paypal, Venmo and Credit Card Debit Cards while riding the train. The Board is in discussion on where to have these placed inside each car, without compromising the integrity to any of the rolling stock.

Lastly, when sending emails please send to Treasurer@ncry.org only. Please do not send them to any gmail email address or any personal email addresses, and as of April 1 those will be discontinued and I will not have visibility on those email domains.

A lot of you have my phone number, and it's listed in the beginning of the Club Car. Please email or call me should you need to reach out. Have a great Spring 2026. See you soon !!!!!

Steve Miller

treasurer@ncry.org

NEW BRAKEMAN TRAINING CLASS

HELD AT BRIGHTSIDE IN THE WHITE HOUSE

9:00 am - 4:00 pm

SATURDAY: MAY 2nd & SUNDAY: MAY 3rd

CLASS ROOM STUDIES WITH LECTURE / WRITTEN TEST WILL BE GIVEN
LUNCH WILL BE PROVIDED AT NOON / HANDS ON TRAINING WILL BE GIVEN
MUST BE ABLE TO PERFORM THE REQUIRED DUTIES OF A BRAKEMAN

SIGN UP FOR CLASS at: traincrews@gmail.com



E-COUPLING INFORMATION

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

Email: To Join Members Email List, send an Email to: info@ncry.org

Twitter: [@toots4ncry](https://twitter.com/toots4ncry)

Facebook: <http://www.facebook.com/NilesCanyonRailway>

YouTube: <http://www.youtube.com/user/NilesCanyonRailRoad>



NILES CANYON RAILWAY

President's Report

Tim Flippo

From the President,

Another month has come and gone. We had our first regular operations for the 2026 season and all went as planned. The diesel pulled the train on Saturday and the Clover Valley #4 pulled the train on Sunday. After the operation on Sunday, we had our first charter of the year. We used the M200 and went from Sunol to the red flag at the east end, then straight through to Niles and back to Sunol. It was

discovered that at fifteen miles per hour you can run the current distance of the railroad in two hours.

We have a busy schedule this year between speeder runs, charters, and regular operations. Do not forget to sign up for crew. All the departments have been very busy. Come out Wednesdays and or Saturdays and join the fun. We can always use more help!

Do not forget to turn in your vote for Volunteer of the Year award to

Sarah our Membership Secretary. The membership picks the Volunteer of the Year not the Board.

The nominating committee is on the hunt for volunteers to fill the open board positions. If you are interested, please contact one of the committee members. They are Mark Miller, Jim Stewart, and Ed Best.

Tim Flippo
President

Membership

Sarah Fritz

New Members:

Zoe Anthony, Jeffrey Kinast, Kevin Kinast, Mark A Klingel, Yimeng Li, Thom Ream, and Aleksei Zhukov. Welcome new members!

While Spring has just started, we are right around the corner from the end of the fiscal year. This means all volunteers who are working towards earning Train of Lights tickets for the 2026 Volunteer's Trains only have a few more months to earn hours towards those tickets. The tickets for this year's Train of Lights Volunteer trains are earned with your volunteer hours between July 1st, 2025 – June

30th, 2026. Every 30 hours of volunteer service earns you 1 ticket, up to a maximum of 6 tickets (180+ hours). If you are not sure how many hours you currently have you may send me an email and I will let you know your total so far. Remember, you MUST report your hours to Charlene Murrell in order for them to be counted towards these tickets. Please send your hard earned volunteer hours to volunteer-hours@ncry.org by the 10th of every month.

Speaking of the upcoming end of the fiscal year, is there a volunteer who you think merits the title of Niles Canyon Railways Volunteer of the Year? It's not

too early to start thinking about who you would like to nominate. Please send me an email at membership@ncry.org.

Sarah Fritz
Membership Secretary

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:
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
traincrews@gmail.com

Along the Right of Way

Stephen Barkkarie

Spring has sprung and the trains are running. The poppies are poppin' along the right of way as well as all the other blossoms that make Niles Canyon a sight to behold. Take my word for it, the best way to see them is from an open-side passenger car, behind a classic locomotive. In our first month of operations, many have done just that behind both diesel and steam.

Our M-200 railcar ran its first charter of the year, and we hosted the first public speeder event. That's a great start to what will be a great season. In addition to that, we plan several "Beer Tasting Trains" where folks can sample local libations while enjoying the beautiful bucolic sights and live music aboard historic railroad equipment, all for a bargain price. Who could ask for anything more?

Our volunteer track workers have already been strengthening and lengthening the track and doing all the annual tasks required like lubricating turnouts and flanges, cutting back vegetation, replacing crossies, and testing signals and crossing gates. Station staff, gift shop angels and commissary corps are all back in stride doing the work of making our passenger experience memorable. Likewise, the mechanical forces are hard at work, in the steam shop, in and under the diesel locomotives, and around MOW. Car restorations are going full force and have reached several milestones.

Several weeks ago, our main motive machine for MoW suffered an engine failure due to a broken valve spring which caused it to suck the valve into the cylinder. We had to pull the engine out of the machine and send the head out for a valve job and replace the one cylinder liner and piston. This situation required us to be creative to get out on the track for maintenance. Fortunately, we have recently acquired equipment that could fill in for "Mongoo", our main tug. Last year we were donated a



Chris Hauf photograph

Our M200 motorcar splits the semaphores in Sunol as it works its way into the yard to prepare for its first charter of the season, a birthday party.

high-rail Chevy Colorado pick-up that has been used and our "new to us" tie crane can pull more than its own weight in equipment and helped fill in. The good volunteers working on the M-601 railcar took the time to rebuild the carburetor and tune-up "Big Bird", our crew car, so it is back in service.

Speaking of things we received, two

recent acquisitions approved by the board have made it to Brightside. One being an articulated wheel loader to aid us in the Niles development and handle the ballast pile stored there. It can take different attachments including pallet forks that will be handy for moving track materials. We also took delivery of parts from two Suburban passenger

Along the Right of Way

Stephen Barkkarie

coaches that were being scrapped. We purchased two shipping containers full of interior accoutrements like seats, fans, lights and luggage racks, as well as couplers and two complete wheel truck assemblies. Though in less-than-ideal condition, it's better than going to scrap and disappear forever.

In the car shop, our GN1242 "Ranch" car has had the last of the bad siding removed and the last pieces of new

steel fitted up. There is a lot of welding to do, but we are definitely over the hump on the exterior, and the window rebuild is more than half done also. That means it's time to think about replacing the worn wheels. Out front of the car shop, SP 2101 coach is getting closer to paint by the day.

This is the time of year for annual crew re-certification, for annual Railway worker protection review. Once again,

everyone who wants to work on the train or track will need to attend the appropriate class. Dates and times are in last month's issue, and you can sign up with the crew caller online. We have set a date for a new Brakeman's training course, look in this issue for the date and how to sign up.

This year we celebrate forty years of the PLA in the canyon and two hundred fifty years of the United States of America. What a great time to be a volunteer in Niles Canyon. If you are a member, come on out and get your hands dirty (or wear gloves if you must), If you always wanted to be involved, there is no better time than now. Get onboard and get an application.

Stephen Barkkarie
General Manager

Member Perk

Some members may not know this but one of your perks for being a member is complimentary rides on our regular weekend train rides on the 2nd and 3rd weekends each month from March through October. Please contact me, donna alexander, at station-agent@ncry.org and let me know which date and time you want to ride and I will make a reservation for you with FareHarbor and you will get a confirmation. And this would be better than coming to the ticket window to get your free tickets the day of your ride. That can be difficult if we're sold out, and that usually happens when we're running a steam engine. A reservation is the best way to secure your membership tickets.

Thank you,
donna alexander



Dee Murphy photograph

Donated Hirail.

NILES CANYON RAILWAY

East Build

Steve Knoeck

Continued from Page 1



Chris Hauf photograph

With the rail aligned to the ties and up on the tie plates, a few spikes are driven by Garret Hall by hand at typically every 5th or so tie to set the position. The crew then returns to set the rest of the spikes with the museum's hydraulically driven jack hammer.



Chris Hauf photograph

Mike Strider (right) gives signal to Steve Barkkarie on the backhoe as another rail is moved into position.



Chris Hauf photograph

Rail position on the ties is critical as Steve Knoeck works out some quick calculations on a tie to make sure the position is correct as the crew looks on.

Steve Knoeck



Chris Hauf photograph

Chris Campi shoves a column of ties down from the tie bundle as Steve Barkkarie waits his next move with the backhoe. A neat system where chains tie the bundle to the backhoe. The chains are loosened and placed out of the way on each side (near Chris' foot is one of them), a column of ties is dropped, the chains put back in place and then the backhoe can move backwards to allow for rough spacing of the new ties.



Chris Hauf photograph

Mike Strider talks to new volunteer, Dena Maldonado, who joined us for this Build East event.



Chris Hauf photograph

Steve Barkkarie guides another rail into place with the backhoe.

Tales of the Past

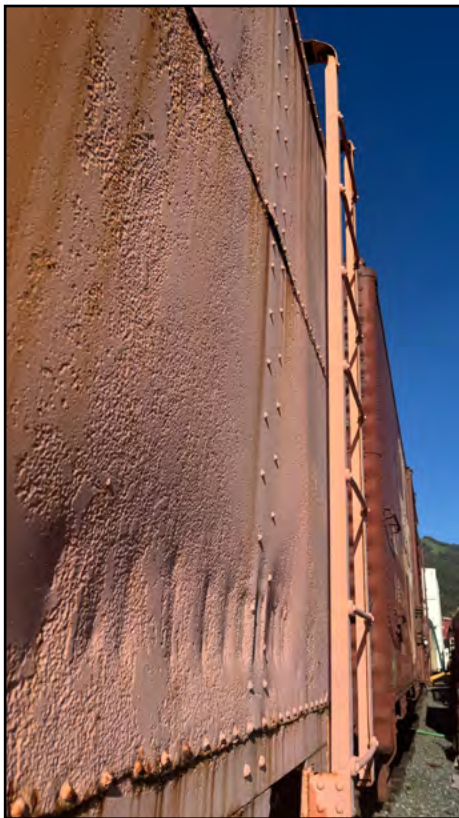
Dexter D. Day

This Month's tale:

YOU MUST KEEP THEM FRESH WHILE ON THE MOVE

This month's tale is on the transport of the food we eat and one of the reefer cars that made it able to stay fresh while it was in transit.

The railroad refrigerator car makes the transport of perishables for long distance possible. Behind every meal we eat, there is a story of transportation that got it to your table. The produce you buy in the produce section of your grocery store did not all come from local farms in the area. Most likely some of the produce that you buy came from fields that are many miles away if not even from another country. Prior to the development of these specialty freight cars, fresh fruit and vegetables were



Dexter Day photograph

Ladders on car were extended to accommodate the wood sidings.



Dexter Day photograph

The MILW reefer that once were used in ice service with URTX with wood panels.

marketed only in or near the area where they were grown. Supplies of fresh foods were very limited. Many people in the northern two-thirds of the country had never eaten an orange, or even seen one. In those days, vegetables came packed in cans, if at all, lacking any flavor or freshness. Lettuce salads, so common today, were an unimagined delight. The car that changed all that was a new car known as a "reefer". These cars originated in the 1840's with the first use of ice in the transportation of milk and butter, as well as other perishable goods. The early reefers were of all wood construction and were usually 36' long. A refrigerator car of

the late 1800's could only travel about 250 to 400 miles at the max before the car would need re-icing. Railroads built massive icing platforms and naturally harvested their own ice at company owned ice ponds and lakes. The ice was held in huge insulated storage houses at major terminals and other locations in order to quickly service the cars. In later years, ice was artificially manufactured right at the icing stations. Following an initial icing, cars were easy to manage, they required a tremendous amount of ice. It took 9,000 to 11,000 pounds of ice to fill a car's bunkers, and each car on a transcontinental trip would require several stops to be

Dexter D. Day

re-iced. Mechanical refrigeration cars of steel construction began appearing in large numbers in the 1950's for carrying frozen foods and produce. The wide use of the new mechanical refers marked the end of the ice age. Most icing platforms had been removed by 1970, although many old wood bodied ice cars remained in "top-ice" service.

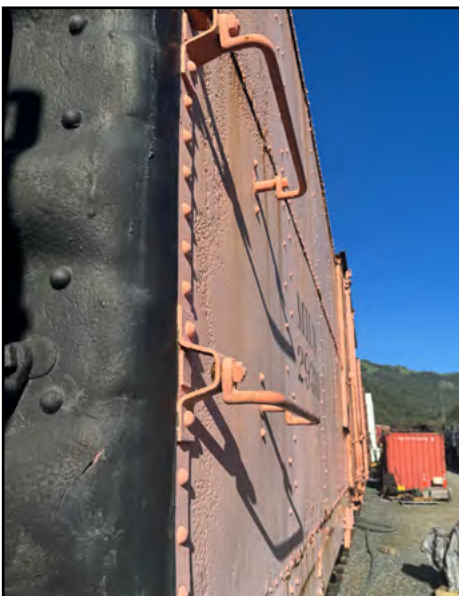
This involved crush ice being applied on top of the commodity itself when loaded to enhance the melting of the ice and lower the overall interior temperature of the car. But the manual labor it took to re-ice a string of ice reefers and the cost of making ice, and the numerous stops that were required, all contributed to the ice bunker reefer's downfall and removing the cars from mainline service for the railroads. This sent the majority of these cars throughout the country to the scrap dealers. Our 40', steel, single plug door refer when it was in service was owned by the Union Refrigerator Transit Company (URTX) and its number is

Continued on next page



Dexter Day photograph

This picture shows the good condition of the metal that is still on the car.



Dexter Day photograph

Another picture showing the extended grab irons to accommodate the wood sides.



Dexter Day photograph

This shows the wood strips that remain that were used to insulate the car's exterior.

Tales of the Past

Dexter D. Day

Continued from previous page

29330 which was a subsidiary of the Chicago, Milwaukee St. Paul & Pacific railway.

The car was built around 1954 and is 41 ft. long and weighed about 60,400 lbs. the car has AB brakes. When the car was received by the PLA, it still had its reefer paint and lettered for URTX. With the wood surface of the car failing it had to be removed. When that took place, the metal skin revealed the original paint of the car which was in Milwaukee paint and that is how it has been re-painted and lettered to its original look which it is now used for storage and photo freights on the NCRY.

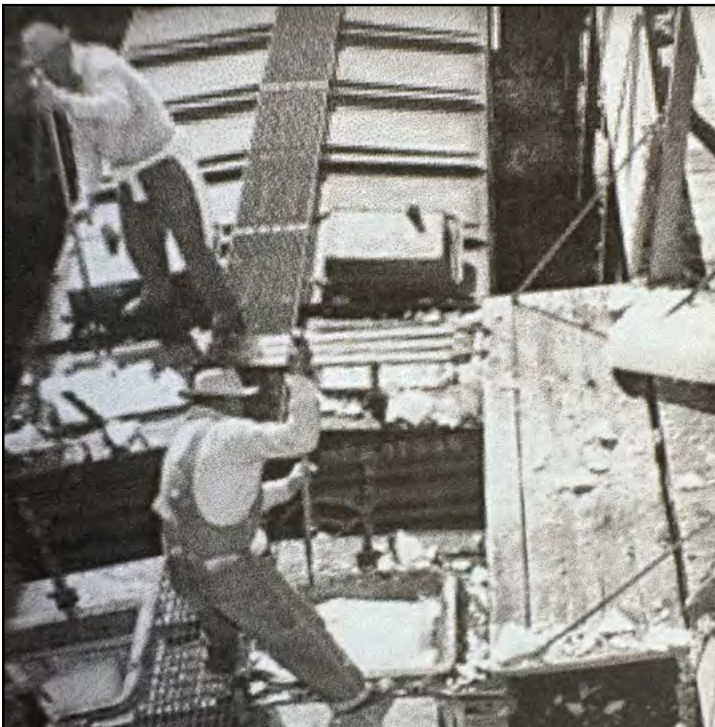
With that said, another tale comes to an end.

Dexter Day
Operations Manager



File photograph

This was hard work. Re-icing was required every 250 to 400 miles.



LEFT: keeping food cool and fresh was not an easy task. Hand packing ice into bunkers.

ABOVE: Inside of ice bunker.

Brush Cutting

Mark Whitman

On Wednesday, February 25, we decided to do more light tree maintenance between Farwell and Dresser Bridge. We started at Dresser Bridge working our way east doing light trimming and unfortunately after a few hours we managed to plug up the chip exhaust chute on the chipper. We spent an hour or more trying to unplug it and we were unsuccessful in getting the fly wheel to turn again. We headed back to Brightside to continue working on it, giving up at approximately 5 pm.

The following day, at Doug Vanderlee's suggestion, to use the forklift to help turn the fly wheel to break up the last of the chips that were jammed against it. This proved to be successful.

Wednesday crew consisted of Ron Thomas, Pat Stratton, Steve Knoeck, James Moon, Greg Gleeson, Cathy Vargas, Garret Hall, and Mark Whitman.

On Saturday, February 28, since the chipper was back in service, we went back to just east of the Dresser Bridge to finish chipping the brush that we were unable to finish on Wednesday. We then continued working our way east doing light trimming.

Saturday crew consisted of John Zielinski, Steve Knoech, Brad Jones, Adam Weidenbach, and Mark Whitman.

To stay ahead of the build east crew and before we lose the ability to turn the chipper and truck around as they advance, I decided to take the chipper off the rails and get turned around before the build east crew arrived on Saturday morning, March 7. I put the chipper behind my pickup and Brad drove the bucket truck out. We got set up and continued trimming trees. When the build east crew arrived, we borrowed a few people, as needed, to feed the chipper.

Mike Strider and Dee Murphy helped us as needed from the build east crew. Steve Barkkarie came when we needed help with the backhoe to pull logs and brush up the slope.

Mark Whitman



Chris Hauf photograph

Clover Valley Lumber Co. #4 has started our 2026 steam season and is seen here with a sold-out train of passengers along Highway 84 as its makes it way back to Sunol.

NEW BRAKEMAN TRAINING CLASS

HELD AT BRIGHTSIDE IN THE WHITE HOUSE

9:00 am - 4:00 pm

SATURDAY: MAY 2nd & SUNDAY: MAY 3rd

CLASS ROOM STUDIES WITH LECTURE / WRITTEN TEST WILL BE GIVEN

LUNCH WILL BE PROVIDED AT NOON / HANDS ON TRAINING WILL BE GIVEN

MUST BE ABLE TO PERFORM THE REQUIRED DUTIES OF A BRAKEMAN

SIGN UP FOR CLASS at: traincrews@gmail.com

NILES CANYON RAILWAY

Signaleros

Curt Hoppins



Chris Hauf photograph

A father/son team works to clean the crossing lights at Kilkare Road in Sunol during the Signal Department's March inspections.



Chris Hauf photograph

With plenty of hands to attend to the details, Curt Hoppins takes a moment to show one of our younger volunteers the inner workings of our crossing gates at Kilkare Road.



Chris Hauf photograph

Curt Hoppins explains the working of the gate mechanism.

NILES CANYON RAILWAY

Entertainment May 8, PLA Members Meeting



Veteran's Hall, Niles
Film 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

In 1966, Lucius Beebe authored the classic homage to heavyweight varnish, "The Trains We Rode". In this program, we continue our journey to pay tribute to some of the smaller, more obscure operations – railroads public and private and often overlooked. These are The Trains We Missed.

Starting with logging railroads, we'll include a visit the 72-mile mainline of Pickering's Sugarpine Railroad, featuring geared power climbing 6% adverse grades, and be treated to cab action on board, filmed by Stan Kistler. We'll see brand new Baldwin diesel locomotives being put into service to replace their steam brethren on several lines, filmed by John Kirkland,
from the joint PLA and WRM collections.

Next, we'll visit mining railroads, ranging from two-foot gauge teapots dancing on uneven track beside narrow gauge steam, to first generation diesels in desert and mountain settings,
pulling loads to smelters.

Are you ready for an immersive viewing experience? You will see, hear and feel the difference in the immersive quality of the picture and sound in this rare compilation of remote short line railroads, of **The Trains We Missed!**

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

A Cure for those with Baldwin Sickness and Short line Fever

PACIFIC LOCOMOTIVE ASSOCIATION, INC.

Post Office Box 515
Sunol, CA 94586-0515

CHANGE SERVICE REQUESTED

Nonprofit Org.
U.S. Postage

PAID

Hayward, CA
Permit No. 188

Time Sensitive Material

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

RELAY FOR LIFE
American Cancer Society

Niles Canyon Railway

Oure Crusaders

**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