



THE CLUB CAR



Bulletin 756

Pacific Locomotive Association, Inc.

August 2026

PLA Excursions in the Early Years



Tom Eikerenkotter photograph

Howard Terminal #6 passing one of their scrap piles Jan 12, 1962.

INSIDE THIS MONTH

2 NEW MEETING SCHEDULE

3 August Calendar

4 President's Column

6 Along the ROW

14 Beer on the Rails Flyer

When the crazy six of us started the PLA back in 1961 we held two main reasons for forming the association. First was to run small excursions normally avoided by others using available steam locomotives where possible. Second was the dream that someday the association could establish an operating museum. The museum was initially put on the back burner, but excursions were not.

At our start we had to overcome

two major obstacles, the lack of funds and the obstruction by three of the five already established railroad organizations in the Bay Area who were against a new upstart organization run by a bunch of young kids stepping on their turf. The only organizations who recognized our existence early on were Bay Area Electric Railway Assn., and Northern California RR Club. Both supported us by jointly sponsoring

PLA Excursions 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, SEPTEMBER 4

7:00 PM

MEMBERS MEETING

FRIDAY, SEPTEMBER 11

6:00 PM - Social

7:00 PM - Business

BOARD MEETING

FRIDAY, OCTOBER 2

7:00 PM

MEMBERS MEETING

FRIDAY, OCTOBER 9

6:00 PM - Social

7:00 PM - Business

All Meetings are:

In-person and held at:

Veterans Memorial Hall

37154 2nd St, Fremont, CA
(Niles)

CLUB CAR SUBMISSIONS

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

20th OF EACH 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.

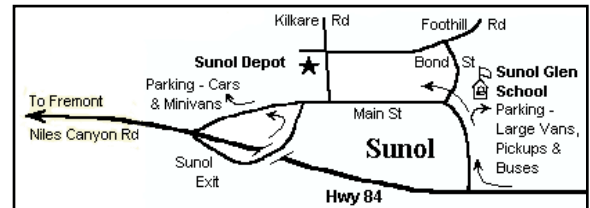
Submit to:

clubcar@ncry.org

BOARDING LOCATIONS

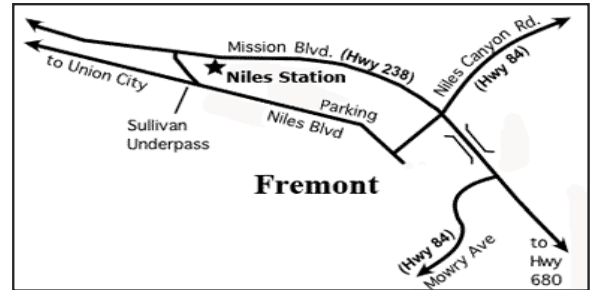
SUNOL DEPOT

6 Kilcare Road
Sunol, CA 94586



NILES STATION

37029 Mission Blvd.
Fremont, CA 94536
(Niles)



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

President.....	Jim Stewart	(510) 299-7480
Vice President.....	Jim Evans.....	(650) 697-9033
Recording Secretary.....	Rich Alexander.....	(510) 508-0503
Membership Secretary.....	Sarah Fritz.....	(510) 754-0355
Treasurer.....	Steve Miller.....	(323) 957-5646
Director-At-Large.....	Garon Michaelis	(925) 321-1254
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	Marketing Manager.....	Chris Hauf
Car Department.....	Dennis Mann	Motorcar Department.....	Bob Pratt
Charter Agent / Docents.....	Jim Evans	Museum Curator.....	Dennis Mann
Chief Engineer.....	Mike Strider	Public Relations.....	Henry Baum
Club Car Editor.....	Barry Lependorf	Road Foreman of Engines.....	Kent Hedberg
Commissary.....	Doug Debs	Security Department.....	Jim Evans
Crew Caller.....	Jackie Vlasak	Signal Department.....	Curt Hoppins
East Build	Stephen Knoeck	Station Agent - Sunol.....	Donna Alexander
Gift Shop.....	Patrice McDonald	Steam Department Head.....	Alan Siegwarth
Hazmat Manager.....	Doug Debs	Steam Hosteler Training.....	Jeff Schwab
Maintenance of Way.....	Ron Thomas	Train Master.....	Mark Miller
		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 January, March, May, June, July, September and November, at 6:00 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

AUGUST CALENDAR

DATE	DAY	EVENT	LOCATION	TIME	CONTACT
August 1	Saturday	Building East	Brightside	8:00 am	- Steve Knoeck
August 2	Sunday	Beer on the Rails	Sunol	1:00 pm	- Doug Debs
August 5	Wednesday	Charter	Sunol	5:30 pm	- Jim Evans
August 8	Saturday	Public Train - Westbound	Sunol	10:30 am & 1:00 pm	
August 8	Saturday	M-200 Public Train - Eastbound	Sunol	11:00 am & 12:45 pm	
August 9	Sunday	Public Train	Sunol	10:30 am & 1:00 pm	
August 9	Sunday	M-200 Public Train - Eastbound	Sunol	11:00 am & 12:45 pm	
August 15	Saturday	Public Train	Sunol	10:30 am & 1:00 pm	
August 15	Saturday	M-200 Public Train - Eastbound	Sunol	11:00 am & 12:45 pm	
August 16	Sunday	Public Train	Sunol	10:30 am & 1:00 pm	
August 16	Sunday	M-200 Public Train - Eastbound	Sunol	11:00 am & 12:45 pm	
August 22	Saturday	M200 Charter	Sunol	5:00 pm	- Jim Evans
August 22	Saturday	Brush Cutting	Brightside	7:30 am	- Mark Whitman
August 29	Saturday	Hot August Nights	Sunol	7:00 pm	- The Alexanders

Volunteer Report

Charlene Murrell - Volunteer Hours Coordinator

The people listed below reported 2,870.55 volunteer hours for the month of June. Volunteer hours should be reported every month to Charlene Murrell at volunteer-hours@ncry.org. Train Crew hours will continue to be collected from Train Crew log sheets in Blake's Palace. PLEASE PRINT CLEARLY ON THE LOG SHEETS! If I can't read your name, you will not get credit for your hours.

ADMINISTRATION

Bob Bradley
Bob Pratt
Charlene Murrell
Chris Hauf
Curt Hoppins
Dexter Day
Donna Alexander
Ed Best
Henry Baum
Jackie Vlasak
James Stewart
Kent Hedberg
Mark Miller
Matt Petach
Rich Alexander
Steve Miller
Tom Eikerenkotter

ARCHIVES & LIBRARY

Brian Hitchcock

CAR DEPARTMENT

Arthur McKenzie
Bob Moore
Bruce Burke

CAR DEPARTMENT

Dean Valentine
Dennis Mann
Garon Michaelis
Jacques Verdier
Jim Radkey
John Bourbin
John Link
Joseph Chavez
Karl Swartz
Linda Randolph
Marshall Williams
Norm Fraga
Orion Wagner
Phil Stone
Steve Van Meter
Tom Crawford

COMMISSARY

Bonnie Harrington
Dan Thomas
Ed Vadnais
Jack Harrington
Jacques Verdier
Joseph Romani
Ron Hook
Ron Thomas

COMMISSARY

Sue Thomas

DOCENT

Jim Evans
Ron Hook
Tom Stone

ELECTRICAL & SIGNALS

Curt Hoppins
Jacques Verdier
James Stewart
Joseph Romani

FACILITIES

Jacques Verdier
John Zielinski
Mark Whitman
Stephen Barkkari
Stephen Meyer
Steven Brown

GIFT SHOP

Charlene Murrell
Patrice McDonald

MECHANICAL

Armin Haken

MECHANICAL

Bob Pratt
Brad Jones
Bruce Burke
Charles Franz
Garon Michaelis
Henry Chandler
Howard Wise
Justin Legg
Karl Swartz
Kent Hedberg
Milam Reimer
Uwe Reimer
Warren Anderson

MOW & TRACK

Bob Pratt
Brad Jones
Charles Navarra
Chris Hamilton
Dee Murphy
James Moon
John Zielinski
Jordan Hamilton
Mark Whitman
Matt Petach
Mike Strider
Ron Thomas

MOW & TRACK

Stephen Knoeck

OTHER

Barry Lependorf
Bob Bailey
Bonnie Harrington
Dee Murphy
Garon Michaelis
Kent Hedberg
Matt Petach
Patrice Warren
Stephen Knoeck

TRAIN CREW

Alyssa Cantz
Aaron Burger
Adam Weidenbach
Alastair Young
Alexander Haken
Armin Haken
Chad Linke
Chris Chisom
Chuck Kent
Colin Snow
Curt Hoppins
Dylan Olson
Ed Best

TRAIN CREW

Eliana Ward-Lev
Gabriel Gadzikowski
Gabriel Gleeson
Garon Michaelis
Gerald DeWitt
Jackie Vlasak
Jason Pate
Jesse Olague
John Zielinski
Jorg Linke
Justin Legg
Kent Hedberg
Liam O'Leary
Mark Miller
Mason Denton
Matthew James
Peter Savoy
Ron Thomas
Sanjay Bhandari
Scott Crislip
Stephen Barkkari
Stephen Knoeck
Ted Unrah
Tim Flippo
Traves Zupo
Warren Haack
Wendy Nunn

President's Report

Jim Stewart

Greetings from your new PLA President. It is truly an honor! When I think of the great accomplishments of all our volunteers over the past 60+ years, right up to today, we all can be very proud! And, the "tracks are clear ahead" - the future looks good!

Meetings: Meetings for August have already been canceled, but starting in September I am going back to Board meetings the first Friday of the month and General Meetings the second Friday of the month, as it was last June and before. The reason for this is that the Board needs to make decisions at least monthly, and the General Meeting should not be rushed (anyone with a real job would have a hard time making a 5pm meeting); at the General Meetings, before we start the Board reports at 7pm, the 6pm part of the meeting will provide a chance for all members to socialize, and we will usually have some interesting railroad presentations, or entertainment, or something like that. As usual, we will skip December, due to the Train of Lights. See the Club Car for meeting announcements.

I have met a lot of great people on the Niles Canyon Railway over the past 20 or so years. I just rode on a commemorative steam train in the canyon for my fellow engineer, Dave Burla, who recently passed away (see last November's Club Car). It was a charter organized by Dave's daughter Shannon. Dave was a great Engineer, and a great guy. Truly missed.

Welcome to our newer volunteers!



Here is your new president with member Shannon Burla, daughter of Dave Burla, on the "Train of life, celebrating the life of David Burla".

We are happy to have you join us in preserving railroad history. I hope you got the chance to enjoy our Fourth of July members' train ride and picnic, which took place at Sunol Depot Gardens, across the street from Sunol Station, right along the Transcontinental Railway! We manage these gardens, along with the railroad right-of-way of course. The picnic was a great opportunity to socialize with fellow volunteers, and a great place to celebrate our country's 250th anniversary.

At this picnic, every year, two volunteers receive awards for their hard work and dedication to our railroad. This year, Pat Stratton received the Volunteer of the Year Award, and Bruce Berke received the Whistle Award. Thanks for all you do!

And thanks to Doug Debs and his hard-working team for putting on the tasty picnic, and to the train crew for

providing the train ride before the picnic.

Lots of good things are happening on the Niles Canyon Railway this fall. Check out our website. Regular runs, Beer Train, Hot August Nights Train, Summer (Education) Train, Harvest Moon Train, etc.

We start decorating for the Train of Lights in August. And of course, our regular work continues. See all the departments listed here in the Club Car. Something for everybody! Volunteers are always needed, and welcome. If new, go to the Volunteer section of our website, ncry.org, and get started. If you get confused or stuck, feel free to give me a call.

One of our current efforts, which I am personally involved in, is upgrading the electrical in Brightside Yard, especially the Tipple Building. We are in the initial planning stage. Also in the planning stage is a new fuel depot. These infrastructure items are very needed, and will be expensive. We have some qualified volunteers analyzing the situation, but we will hire contractors for much of the implementation. We are working with the Treasurer on this, as with all things.

Thanks to our outgoing officers President Tim Flippo and Recording Secretary Matt Petach.

And thanks to Joe Scardino for his 18 years on the Endowment Committee. And welcome to Pat Stratton, our former Treasurer, for taking Joe's place; continuing on the committee are Robert Giles and Phil Stone. All three are appointed to 3-year terms. And appointed for another year as General Manager is Steve Barkkarie.

Have fun on the railroad!

Jim Stewart
President

NILES CANYON RAILWAY

Treasurer's Report

Steve Miller

I want to use this Club Car Treasurer's Report to shine a light on two individuals whose dedication, hard work, and unwavering commitment have been the backbone of our organization for years. Their efforts often go unnoticed, but their impact is felt in every aspect of our operations.

First, I want to highlight the incredible work of Pat Stratton, who up until this fiscal year, has served as our Treasurer for the past seven years. Being the Treasurer of the PLA is no small feat—it requires precision, foresight, and an unwavering commitment to fiscal responsibility. Pat has not only helped us stay within budget but has also played a pivotal role in growing our reserves through strategic partnerships with our financial allies. His financial acumen and dedication have earned him the prestigious Volunteer of the Year Award, a well-deserved recognition of his contributions. Please give a Round of Applause.

But Pat's success wouldn't be possible without the quiet, behind-the-scenes dedication of Mary Asturias. While Pat has led the financial strategy, Mary has been the steady force ensuring that every deposit is accounted for, every credit card sale is processed to our bank account, and every donation is handled with care. If there were a Co-Volunteer of the Year Award, Mary would be the first person that comes to mind. Mary's attention to detail and tireless efforts have been instrumental in keeping our organization financially healthy.

Let's be honest - there are only a handful of members who truly

understand the complexity of the Treasurer's role. To those of you who have taken on this responsibility for the PLA, or to those of you who are or have been accountants or bookkeepers, you know just how demanding this work is. It's a daunting task that requires hours of meticulous effort each week to ensure we stay within budget, keep the lights on, and pay our bills on time. Yet, Pat and Mary have tackled this challenge with grace, professionalism, and an unyielding commitment to our mission.

So, let's take a moment to give Pat and Mary the recognition they deserve. Please join me in a big round of applause for Pat Stratton and Mary Asturias—thank you both for your hard work, your dedication, and your unwavering support.

Oh, and if that success wasn't enough, Pat has been elected to the Endowment Board to replace the outgoing Joe Scardino. Thanks Joe for

all of your hard work on the Endowment Board

As we move forward, it's my hope that I can step into Pat's big shoes while maintaining the high standards you've all come to expect. Together, we'll continue to build on the strong foundation they've created, ensuring that our organization thrives for years to come.

As far as the actual Treasurer report, I met with Pat this past week to go through the proposed Budgets from all of the Department Leaders, so we can ensure that we are remaining within Budget. We will be finalizing the fiscal 2026-2027 Budget and passing along our findings back to the Department Heads. Once agreed upon, we will present to the Board for final approval in our August Board Meeting.

Steve Miller

treasurer@ncry.org



Charles Navarra photograph

NCRY volunteers cleaning up at Sunol Depot Gardens.



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>



Along the Right of Way

Stephen Barkkarie

With a right of way ten miles long, you have a lot of neighbors and with neighbors there is opportunity for collaboration. Working together is how you build community and this last month we have been doing some real teamwork with our neighbors. It started out small with a request for assistance from Kinder Morgan to access their pipeline to investigate an anomaly detected by internal scan. (You may remember last year we used our Heavy Hauler and SP1423 to take their equipment to another site.) The site is close to Verona Station and only requires crossing over the tracks and driving up the ditch a hundred yards. To accomplish this was a snap, we brought out rubber crossing panels and snapped together a quick temporary crossing (for which they promised a donation similar to last year).

Next, we were approached by a local temple for the use of our Niles station lot for over-flow parking during a ten-day observance. They looked at several options, but in the end, our lot turned out to be the best opportunity. They promised to provide an attendant for security and take care of our caretaker for opening the gate during the event. We had no operations during the time and were happy to provide the space at no cost for another non-profit group. All went smoothly and afterwards, the leaders of the temple requested to attend a board meeting to offer thanks and present a handmade thankyou card from the children of the church. They were very gracious and told us that they all come from India where trains are very important and everyone uses them to travel. They are anxious to have their children learn about railroading. Along with the wonderful card, they included a very generous donation check. We can always use friends like that.

Those of you who follow Facebook know already about the local artists



Stephen Barkkarie photograph

Temple leaders thank the PLA with a card from the children.

from Sunol who paint street banners for the light posts on Main Street. Every season they pick a different theme that represents the community and before they go up in town, they hold a reveal party at someone's house. Well, this season they chose to do a railroad theme and to get inspiration came to Brightside for a day of taking pictures and painting in the yard. The artists thought it would be a great idea to have their "reveal party" at the train station, and since it was restored as a community meeting space, that sounded great. PLA members and the artists' families met at the station for a potluck and social where each artist went round-robin talking about their work. There was a great energy during the whole event and I suggested we hang the banners in the Freight room rafters until they go up on the poles. Our riders had a couple weeks to view them in person, and they will hang downtown for weeks. (Maybe we can

invite them back to the station after they come down.)

In our Depot Garden, we have had a group of local citizens (Friends of the Depot Garden) that tend the gardens for use by the public and the PLA. For years, we have provided funds, chipping services and our bucket truck to keep the place parklike. We use our bucket truck and sawyer expertise to keep the trees safe and healthy above the perimeter walkway. Recently the "Friends" asked if we could do the last side, that abuts the Union Pacific tracks. We brought out all the necessary equipment, the Friends brought the donuts and two dozen folks, both PLA and Sunolian, worked shoulder-to-shoulder clearing underbrush, dragging branches and raking leaves. Our tree trimming forces work diligently to remove "ladder fuels" along our right of way for protection from wildfire, but in a park, it also improves the environment by opening the view

NILES CANYON RAILWAY

Along the Right of Way

Stephen Barkkarie

and making a clean appearance. (Union Pacific inspector thanked us for opening the sightlines at the Bond Street crossing) Because I am both a Sunolian and a PLA member, that day put a huge smile on my face. Seeing my friends and neighbors working together is wonderful and something I would like to see more. (Several people asked about volunteering on the train.) We have come a long way from the early days, and I think we are building a strong relationship with the town of Sunol.

Niles Canyon railway has a long history of helping our immediate friends at Farwell ranch (who now volunteer regularly and support our cause), but I am glad to see us expand our community as we expand our trackage past Castlewood and into Pleasanton. I think we have the potential to make many friends and recruit many volunteers if we continue to work together with folks along the way. Who doesn't want to be a part of something as special as the Nile Canyon railway.

Stephen Barkkarie
General Manager



Charles Navarra photograph
Mark in the bucket truck trimming trees.



Stephen Barkkarie photograph
PLA and Friends of the Depot Garden working together.



Stephen Barkkarie photograph
Local artist banners in the museum display.

PLA Excursions in the Early Years

Continued from Page 1

some of our early excursions. Bay Area Electric still exists with their Western Railroad Museum at Rio Vista Junction, but Nor-Cal and the three that opposed us are long gone. Guess we knew something they didn't, but perseverance by a few good people who stepped up when the first two presidents went off to the military did not hurt us.

Our first trip on January 12, 1962, did not require a big up-front fee and came in the form of a walk around day on the Howard Terminal Ry in Oakland with their 2-6-2T #6. The locomotive and cars were run on all available trackage around the terminal for a dedicated group of rail fans. A Western Pacific caboose was used to help transport the group around. Who would have thought that later that year three of the original members would step up and loan the association the money to purchase that locomotive.

The first real public excursion for the PLA was on Sept.



Tom Eikerenkötter photograph

California Western #M-200 at the last redwood A-frame bridge over Noyo River Sept 30, 1962.

16, 1962, on the California Western RR from Fort Bragg to Willits and return with motor car M-200. With hardly anything in the bank at the time, the down payment to the railroad darn near cleaned out our bank account. You cannot imagine the sigh of relief when we sold enough tickets on that first trip to break even, and it was so successful we had an overflow and chartered the M-200 two weeks later and filled that trip. We ran six excursions on California Western those first 3-1/2 years, using all four of the then active motor cars at least once. It is interesting to note that the association ended up

owning the first two pieces of equipment they used on excursions.

Subsequent to that we supported a trip to Roaring Camp for their first revenue run; two field trips to Westside Lumber after the mill had ceased cutting



Tom Eikerenkötter photograph

McCloud River Ry #25 at Pierce, the summit of line to Mt. Shasta City June 6, 1964.

raw timber using their Heisler #3 to switch cars for interchange with the Sierra Ry; a field trip to Granite Rock in Logan, Ca. for a fake fire up of their 0-6-0T #10 that is now at the California State RR Museum; a members only trip to Ely, Nevada where we rode behind #40 on Nevada Northern; and three co-sponsored trips on McCloud River Ry with their 2-6-2 #25 including a winter trip. #25 was the star of northern California in those days.

Not all trips went according to plan, and that was the case of the last trip I was able to attend before my military commitment. That event was on the Yreka Western RR on October 31, 1964. It was billed as the 'Montague Mixed' and was to be two round trips from Yreka to Montague and return with both 2-8-2's #18 & #19 double headed with freight cars and a rider coach on the rear for ticket holders. One thing about PLA trips, we always had a lot of photo run-byes for participants. On the return to Yreka, we held one of those photo run-byes on what was known as Butcher Hill west of Siskiyou Mills. Siskiyou Mills was the name the railroad used for the location of the lumber mills at the halfway point of the line. #18 & #19 were charging

NILES CANYON RAILWAY

PLA Excursions in the Early Years

up the hill in reverse when the valve gear on the left cylinder of #18 separated which caused the cylinder head on that side to let go with a tremendous boom and concussion – plus that inevitable cloud of steam. Now what? The valve gear was



Tom Eikerenkotter photograph

Yreka Western #18 & #19 on Butcher Hill just as #18's cylinder head blew Oct 31, 1964.



Tom Eikerenkotter photograph

Yreka Western #19 dropping two flats of lumber at Montague, CA Oct 31, 1964

cobbled together and #19 struggled on to Yreka with the entire train. After much discussion, the afternoon trip departed with just #19 and a coach. The train ran to Montague and during the trip we stopped at Siskiyou Mills where there was a big bonus for photographers as #19 switched lumber mills there. Upon completion, two lumber flats and the coach headed for Montague, where the lumber loads were left for the Southern Pacific. Our one coach train returned to Yreka with big smiles on the rail photographers on board.

My active time with the association ended in January 1965 when I entered Officer Training School for the US Air Force which ended up being a 21 year career. In those first 3-1/2 years, the association ran fifteen excursions or field trips and that pace continued into subsequent years and showed the expanding membership that we could do what others said was not possible. The association went on to soon expand its collection of rolling stock and eventually operations for the public. Unfortunately, the loss of those interesting short lines and operations has led to the inability to repeat similar excursions, but that operating museum is definitely a dream realized.

Tom Eikerenkotter



I received the PLA's volunteer of the Year award at the July 4th picnic this year. The portable PA system was not present so I'm not sure how many attendees not actually sitting at our table may know about it. (I just found out Bruce Burke was given the Whistle Award.) you have permission to use this image if you want to.

Pat Stratton

Tales of the Past

Dexter D. Day

This Month's tale: IN THE BEGINNING, IT CARRIED THE LOAD



The little car Chrysocola leaving Castro Point heading for storage at Vallecitos Nuclear Center in E. Sunol.

This month we are really reducing the load you might say, when it comes to covering the equipment that served the PLA in the past. One of the items that comes into play is the little passenger car that was built to run with the little steam engine Steptoe Valley Mining & Smelting Co. No. 3. The little steamer was built as a mining engine to go into the mines.

This means the engine had to be

pretty flat in which it was. The CPRY had to rebuild the little engine into an appearance that would resemble a steam engine. Ray McAllister and crew did a great job in the creation of the No. 3 as it was rebuilt to look like a regular little steam engine. Now that they had a steam engine that was ready to run, they needed a passenger car to go with the little engine to carry some passengers. The little car

“CHRYSOCOLLA” was designed and built at Castro Point.

When it was finished, it was looking like a square box on wheels. It had a rear platform and it was built with no brakes like normal passenger cars, but it ran on pretty flat territory except for the hill up to and within the Naval compound.

The likelihood of the little car breaking loose from the engine was very slim.

NILES CANYON RAILWAY

Tales of the Past

Dexter D. Day

Along with having small knuckle couplers, the car had an anchor type chain attached to the tender of the engine and the car.

At Castro Point, the little car ran for several years without having any upgrades. We were considered an insular railroad. Something like an amusement park railroad. For the little engine and its car, all was going great. Then we lost our lease with the Navy and we will be looking for a new home to move the railroad to. That was going to be the NCRY.

Meanwhile, we had to store our equipment in storage. The Chrysocola little open car ended up being stored at Vallecitos Nuclear Center outside of Sunol, Ca. right next to the atomic reactor until we would be able to use it on the NCRY. Once we were able to establish a railroad on the property, the railroad was built from Brightside to Sunol. The M200, No. 3 along with the CHRYSOCOLLA was moved onto property to start our operation on the new railroad. This setup lasted until



No. 3 and little car Chrysocola at Castro Point at the pad to drop off and pick up passengers. The little car was new at this time.



Dexter Day photograph

No. 3 and car Chrysocola sits behind camp car at early Brightside which will become the gift shop.



No. 3 and car Chrysocola.

Tales of the Past

Dexter D. Day

new equipment could be added as we grew. With our track crew building West at a good pace, we reached our first water crossing Farwell Bridge and HWY 84. With that milestone, we went from an insular status to a non-insular status. That just brought us under the PUC and FRA jurisdiction along with environmental groups. You might say the No. 3 didn't last long with it smoking as it ran. It finally got caught.

That is like getting a traffic ticket, being a wood burner, the engine put out too much smoke. Also, the FRA/PUC didn't like the idea that we were carrying passengers in a car that didn't have brakes. Just coupler and a chain. To avoid a large fine, we converted the little engine over to an oil burner and the little car Chrysocolla got a set of brakes with a brake stand on the back platform. The odds of a compound failure didn't come into play. Although not the smoothest ride, the passengers really had fun riding on the car. When operating, the little car carried around 20 passengers plus 2 crew members on the rear platform manning the hand brake if needed. As the years passed the little engine had a problem with the boiler and the little passenger car was beginning to wear out. They were both removed from active status. The little mining engine was donated to Ely which was a mining railroad museum. The CHRYSOCOLLA was placed out back in a field and the weather has taken its toll on this homebuilt car.

The little car with the No.3 and the M200 carried the loads of passengers on the new railroad until we could move our bigger equipment onto property.

With that said, another tale comes to an end.

Dexter D. Day



Dexter Day photograph

The crew that unloaded the little car Chrysocolla at Vallecitos Nuclear Center for storage.



Dexter Day photograph

This was early Sunol better known as tent city. The M200 with No.3 and little car Chrysocolla at Sunol.



Dexter Day photograph

Unloading the dinky with Chrysocolla in background next to Atomic reactor at Vallecitos Nuclear Center.



As it sits today "Retired".



Dexter Day photograph

The No.3 and little car leaving station at Castro Point. Passengers got a great view of a working steam engine.

NILES CANYON RAILWAY

Membership Report

Sarah Fritz

New Members:

Diane Berger, Serena Carniato, Robert D Heywood, Steve Hirsch, Stephen G Johnson, Janet McCormick, Anne Thompson, Carver Thompson, Kevin Thompson, Odin Thompson, Royce Thompson, Orion X Wagner. Welcome to the Niles Canyon Railway!

For months you submitted your votes on who you thought deserved to be volunteer of the year and the winner was Pat Stratton! Congratulations, Pat! Your hard work and dedication is noticed by all. Thank you for all you've done and continue to do here at Niles Canyon Railway.

Reminder! Forms for the Volunteer Train of Lights tickets will be sent out next month. If you have any questions or concerns regarding your volunteer hours for the last fiscal year (July 1, 2025 – June 30, 2026), please send me an email at membership@ncry.org.

Sarah Fritz

Membership Secretary

Highball Sunol

Although this one seems it has been under a slow order, clearance has been granted and a brand-new T-shirt is rolling down the main line toward the gift shop!

We're excited for the arrival. Stay tuned! The reveal is just around the next curve! Don't be left standing on the platform!



Ron Hook photograph

Clover Valley Lumber Co. coupling to train.

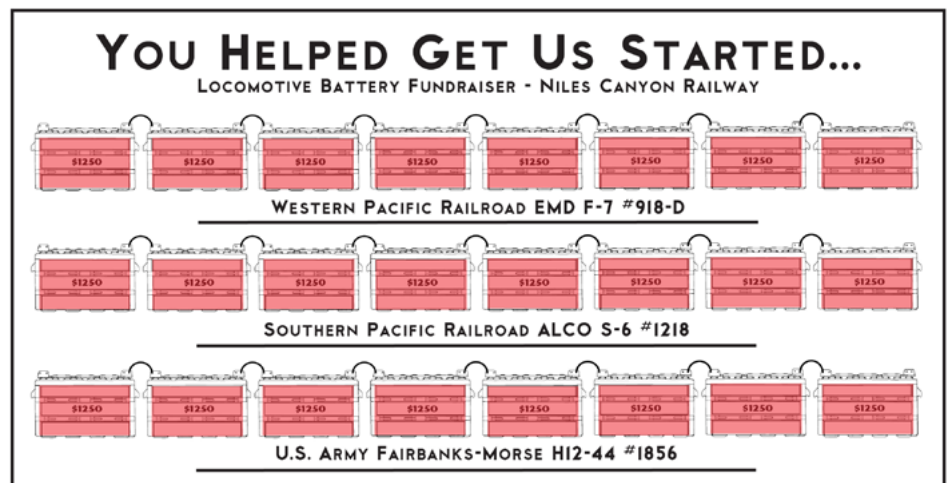
You helped us get started!

Chris Hauf, Marketing Manager

With a few recent donations, our Help Us Get Started Locomotive Battery fundraiser saw its successful completion with the month of July with all of the money raised to purchase the batteries for all three locomotives. We will have a full report next month where we will share more details as we are still finalizing some of the donations now, but we wanted to let everyone know we reached our goal! THANK YOU to all of our donors and again next month, we will share more details as some of the donations were made in honor of some of our past members. We want to make sure we give them an appropriate tribute.

So you wanted to donate to this fundraiser, but others beat you to it! Well have no fear! We will have a new fundraiser for the September Club Car, but it will probably be out sooner via our website and social media so stay tuned and keep that checkbook or credit card ready!

Thanks again for Helping Us Get Started!!!



FUNDRAISER COMPLETE - 07.2026 - THANKS TO ALL OF OUR DONORS!

NILES CANYON RAILWAY

Brush Cutting

Mark Whitman

On Wednesday, June 24, we decided to continue working east of Thompson's Crossing. This is an area where a lot of trees have grown up and requires removing some of the smaller ones and some extensive trimming to raise up the limbs to provide fire safety. We also bring the backpack blower with us to blow off all the accumulated leaves between the rails and alongside each rail on the outside. Removing the leaves helps to preserve the ties to keep them from rotting. It also helps Peter Schulze do a more complete track inspection by looking for broken joint bars or broken or missing bolts.

Because of the extensive work required we were lucky to finish three to four hundred feet each day. Crew today consisted of Brad Jones, Steve Knoech, Charles Navarra, Garret Hall, James Moon, Steve Barkkarie, and Mark Whitman.

Saturday, June 27 our general manager Steve Barkkarie informed me that the Friends of Sunol Garden had requested another round of tree trimming along Bond Street at the east end of the park and along the Union Pacific side. He also said the Friends of the Park were willing to give us a hand. I decided to move our backhoe and the chipper into the park on Friday. Brad Jones and I moved both on Friday and did some preliminary trimming of the jungle of trees along Union Pacific ahead of the Saturday crew.

On Saturday we hooked the chipper up behind my pickup truck and pulled the dump truck along side so we could chip into the bed of the dump truck. I knew that we were going to generate several dump truck loads of chips. This allowed us a fast turn around time so we could keep the chipping crew busy.

We had a large crew of our volunteers along with an equally large crew of the

Friends of the Sunol Garden.

Our crew today consisted of Brad Jones, Steve Knoech, John Zielinski, Rhonda Dijeau, Vickie Witt, Charles Navarra, Steve Barkkarie, Miles Wade Jr., Miles Wade Sr., and Mark Whitman. At some time during the last three to four weeks an unknown tree outfit had dumped a large chipper truck load and logs and grindings from a palm tree in the Sunol Gardens Park. These do not

compost easily and are not accepted at any landfill for composting. At the end of the day today we loaded up our dump truck and hauled it back to Brightside to be fed into our dumpster over the next several weeks. Brad Jones and I returned the following week to pick up the last two loads and bring it back to Brightside for disposal.

Mark Whitman
Brush Cutting lead

BEER ON THE RAILS

September 6, 2026

NILES CANYON RAILWAY

Departs Sunol Station at 1:00PM & returns at 3:00PM

6 Kilcare Road, Sunol, CA

\$69 per person

\$37 Designated Driver
Lunch & Ride only

Beer from three local breweries

Non-alcoholic beverages available on board

Two hour train ride

Live music on board!

Lunch included
No outside food or beverages allowed

21+ with ID to pick up tickets & to board
No Children / Pets

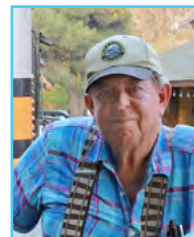
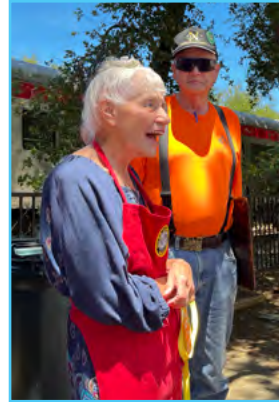
Tickets only available online at ncry.org

Info: ncry.org 510.996.8420

4TH OF JULY PICNIC



We had the honor to have
Connie Luna
at our 4th of July picnic.
Connie is the wife of our beloved
founding member Henry Luna
and a master chef who was a
regular volunteer food master at
our past PLA picnics.
She is pictured here (left) with
Commissary Coordinator
Doug Debs
wearing her
historical PLA apron



NILES CANYON RAILWAY

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



4th of July volunteer train ride.

Ron Hook photograph