



# THE CLUB CAR



Bulletin 666

Pacific Locomotive Association, Inc.

[www.ncry.org](http://www.ncry.org)

February 2019

## SP 9010 Krauss-Maffei Public Debut



*Photo by Bob Zenk*

SP 9010 went out for a self-powered test run during October of 2018, seen here using its revived diesel-hydraulic power-train to shove five of PLA's diesel-electrics with ease.

### IN THIS ISSUE:

- 2** Activities Page
- 3** Membership Report  
*Peter Midnight*
- 6** President's Report  
*Henry Baum*
- 7** Stack Talk  
*Alan Siegwarth*
- 12** Signaleros  
*Curt Hoppins*

SP 9010, the world's sole surviving Krauss-Maffei USA Model ML4000C'C' Diesel-Hydraulic "Series Unit," is going to have a very, very good 2019 — thanks to nearly eleven years of effort by its volunteer PLA restoration crew.

Headed by Howard P. Wise, the team is rapidly closing on the date for this unique locomotive's official public debut. Scheduled for July 20-21, SP 9010's rollout will be held in conjunction with continuing 150th anniversary celebrations of Niles Canyon Railway and its connection to the original Trans-continental Railroad of 1869.

Current work on the big KM centers

on the completion of its cosmetic restoration, taking the unit back to its appearance in October of 1964, not long after its May 9th arrival on U.S. soil at the Port of Houston. PLA member Jim Evans has discovered train sheet evidence showing our SP 9010 operating at night through Niles Canyon on its way from Bayshore to Tracy — leaving little wonder why the KM feels and looks so much at home here!

Howard, ably assisted by PLA ace volunteer bodyman Bill Stimmerman, has been busy finishing hood doors, completing the distinctive 15-inch SP

**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

## ACTIVITIES CALENDAR

===== February =====

February 2	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
February 9	2nd Saturday	Board of Directors Meeting, 3 p.m. (Whitehouse)
February 10	2nd Sunday	Valentine Romance on the Rails, 12 pm & 3 p.m.
February 23	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)

===== MARCH =====

March 2	1st Saturday	East Track Building, 8 a.m. (Brightside Yard)
March 9	2nd Saturday	Board of Directors Meeting, 3 p.m. (Whitehouse)
March 16	3rd Saturday	General Meeting, 3:30 p.m. (Sunol Glen School)
March 23	4th Saturday	Brush Cutting, 8 a.m. (Brightside Yard)
March 30	5th Saturday	Beer on the Rails 1:00 p.m. (Niles)

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

President	Henry Baum	(925) 447-7358	president@ncry.org
Vice President	Dennis Mann	(650) 726-0167	vice-president@ncry.org
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### ===== DEPARTMENTS =====

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Station Agent - Sunol	Donna Alexander	(510) 996-8420	station-agent@ncry.org
Steam Department	Alan Siegwarth	(408) 515-4602	siegggy667@hotmail.com
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Volunteer Coordinator	Ed Best		volunteers@ncry.org
Yardmaster	Gerry Feeney	(408) 739-9347	spb-gerry@comcast.net

## MEETINGS

Most General Meetings take place at the Sunol Glen School in Sunol.

Meetings are held in January, March, May, June, July, and October, but can be subject to cancellation.

### March General Meeting Date & Time Change

The March General meeting will be held at the Sunol Glen School as usual, however it will be on:  
**Saturday, March 16 at 3:30 p.m.**

Every Wednesday  
and Saturday are  
**WORK DAYS**  
at the Brightside Yard  
( See Contact List on Page 7 )

## CLUB CAR DEADLINE

The deadline for submitting articles and photos for next month's issue of The Club Car is the **20th of this month.**

Submitting articles is easy by e-mail in Word text format.

Send e-mail to:

**clubcar@ncry.org**

Digital photos may also be submitted by e-mail. Electronic images should be saved as PC format .jpg files with minimal compression (i.e., average to excellent quality). A text file with the photo number, description of photo and identifying the people in them is required.

The editor reserves the right to hold or edit material as necessary.

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.

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

General Meetings are held on the 3rd Friday of January, March, May, June, July, and October, beginning at 7:30 p.m. at the Sunol Glen School, two blocks east of the Depot on Main Street in Sunol, CA. Members, Sponsors & Guests are welcome.

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The Pacific Locomotive Association is a member of the Association of Tourist Railroads and Railway Museums. (ATRRM)



# NILES CANYON RAILWAY

## ----- Membership Report -----

Love is in the air this month, and that includes the love of history, of railroads, and of the preservation of both. Obviously, that is a big part of why we are here, but no, there is much more for you here than just that. Everyone of us needs meaningful activity in our lives, besides work, school, and/or parenting. We also need to be involved with a group of like minded people, outside of our own families, and we need individual people of similar values and inspiration sharing in our endeavors. Those things are expressions of love, and those are all things that we get out of our participation in our railroad museum, here in Niles Canyon.

This month, those same rewards become available to 19 new members. They are Steve Twomy, Patrick McCorry, George Schnurle, new family

member Antoinette Serna, the family of Terry and Jeanne McGinnis, the family of Ramkumar Srinivasan, Linda Papin, and Miassa and Liliya Zaire, the family of Kiwoba, Patrick, and Christophe Allaire, the family of Kirsten and Jeff Madden, the family of Michael and Carol O'Quin, and the family of Everett and Sandi Haslett. We hope each one of them will find what they are looking for, as well as fulfillment they may not have thought to ask for, here in PLA.

As you see in the Club Car each month, there are all sorts of different jobs being done here by a wide variety of our people, in support of our museum operations. One of those people could be you. You have already put your money where your heart is. You know you can put your hands there, too. And you should know that will not

be just a philanthropic effort on your part but in many ways a very rewarding experience. But whether you are able to find just the right place for yourself in our operation or only able to contribute financial support, you are playing a role in the preservation of railroad history on a bit of America's original transcontinental route. That is something to be proud of, and that is a part of why we love you.

Thank you!

**Peter Midnight**  
**Membership Secretary**



*Photo by Dan Sarka*

This is a section of the retaining wall where the Hwy 84 Bridge crosses over Alameda Creek. The wall is on the North side of the creek and consists of the original section extending to the West and a newer section constructed to the East.

## ----- Treasurer's Report -----

### December 2018 Treasurer's Report

In November, \$6,565 in donations were received. Donations year to date for our fiscal year are \$27,463.98.

\$100 for the Engine House, \$1,200

for Ballast and \$5,265 for the General Fund.

The quilt raffle raised \$1,135. The quilt was made by the Piecemakers Quilt Guild.

Donors were:  
Robert Burnett  
Frank Fontes  
Andrew Goodson  
Charles Jellison  
Robert MacDowell  
James Tyler

We thank all of you for your generosity in helping the Niles Canyon Railway and its many projects.

**Paul Veltman**  
**Treasurer**

**TAX DEDUCTIBLE:** The Pacific Locomotive Association is qualified under Internal Revenue Service code section 501 (c)(3) as a tax exempt organization. Thus, donations to the PLA are tax deductible as CHARITABLE CONTRIBUTIONS to the extent allowed by law. Our mailing address is P.O. Box 515, Sunol, CA 94586-0515. The PLA's Federal ID is: 94-6130878, CA ID is: 0501445.

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

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



# NILES CANYON RAILWAY

## ----- Along the Right of Way -----

Wow! Another successful year for the Train of Lights, which is the biggest, longest, and heaviest Christmas Train in the United States by a Railroad of our Class. Yes, it is a site to behold. Every year, many of the faithful return to enjoy this train. This train has become so popular that it sells out in 36 hours. First class? Hope you have a speed dialer. I guess we are doing something right. We know we do a good job. Great response from our passengers. Our volunteers make the difference.

This train is so big, and we provide so many on-board customer services. This is great for the passengers, but it is an ongoing strain on our faithful volunteers who turn out to handle the on-board service. This is the only Christmas train I know which provides this much variety of service for one train. Throw in Santa and our onboard Gift Shop. This train, along with its beauty, provides plenty for our passengers to do and see. We would like to thank our volunteers who participated in this year's TOL for providing a great experience for many passengers leading into Christmas. A "Job well done!" to all.

Now that the big event is over, it is time to take the TOL apart and undecorate this train to get ready for other events throughout the year. This year, we are having a normal rainy month of January which does not help the task of taking lights off the sides of the cars and roofs. The interior crew just keeps plugging along undecorating the cars which will be used in February. The knock down of this train will still be in process in February.

For the first time since it went into service, the Commissary Car (#6719) has been pulled from service for painting. The car is now in the Car Barn for prep work and painting. The car most likely will be painted as delivered. That would have been the Grey scheme. It was a head end car and last series delivered to S.P. What does it take to replace one



*Photo by Dexter Day*

**Southern Pacific economy baggage car #6719 has entered our car shop as the next piece to get the attention of our painting contractor.**

car which holds the generator, snack bar, and 2 toilets? Oh yes, it must also be able to carry passengers and it must be ADA compliant (Americans With Disabilities Act - able to accommodate wheelchairs) and have a Public Address System. The car must fit in Sunol

for runaround with one engine and a caboose. Well it is not something you would normally see. While 6719 is out of service, an alternate power source for the PA system is being developed at this time; most likely a Honda generator in the battery box of the WP 315.



# NILES CANYON RAILWAY

## ----- Along the Right of Way -----



SP 6700 Series baggage car in 1966.



The San Joaquin Daylight with a Class 66-B-2 Baggage car in 1968.

The first operation in February will tell the story.

The Articulated Coach was going to be used to replace 6719, but length of car became a problem. Kent Hedberg has recorded the length of each car to the foot and inches. Those stats will be used to figure the length of train, then the other considerations will come into play. Hopefully, this situation will only last through February. We would like

to see the regular consist back together in March.

Stephen Barkkarie is working on the engine of the new ballast shaker. A mouse caused the engine to fail. Now Stephen is rebuilding a component which had failed. We need this unit back on line to continue cleaning the old excavated ballast at the East end of track from the old right of way. Once cleaned of dirt and undersize rock, the

cleaned ballast can be placed back onto the right of way sub-grade in way of new construction going East. By doing this, we are saving big bucks (compared to buying new ballast). Hopefully Stephen can get the parts and get this rig back working again. He did have it running for a short period of time after the mouse incident, but it didn't sound good. When re-inspected, Stephen decided it needs additional parts to be replaced. It should be shaking ballast again in February.

Stephen also does our clear passage checks of the right of way, and uses the backhoe to clear any trouble spots that he might see. So far this season, we have fared well. It is still early yet for slides. It won't take too many heavy storms before we will get a few slides.

Curt Hoppins continues working on the Verona Rd. crossing gates. The wiring is coming along well. The gates work on battery power, which is a good sign. Connecting to AC power supply is next.

Crew Recertification will be held in March. This year, classes and tests will be held on 3/16, 3/23 and 3/24. The Crew Dispatcher will have a computer signup sheet available. All crew members should try to attend one of the assigned dates. Class will start at 0900 at the White House at Brightside.

Well, that's it for this month. Have a safe month and hope to see you Along the Right of Way.

Dexter D. Day  
General Manager

### TOL Wrap Up Meeting

Our 2018 TOL wrap up meeting and looking forward to 2019 TOL meeting will be on:

**Saturday, February 9th  
10:00 at the Whitehouse  
in Brightside. If anyone is interested, please attend.**

# NILES CANYON RAILWAY

## ----- President's Report -----

The 2018 Train of Lights has finished for another season and it was fantastic. My sincerest thanks to all the volunteers who worked so tirelessly to make it the success it was. Aside from the complaints early on about the event being sold out, there were only a few minor issues with our patrons, all handled exceptionally by our volunteers. We all know, without our volunteers, none of this would happen.

Now we need to move on to the excitement that is building for our Celebration of the Sesquicentennial of the Completion of the Transcontinental Railroad. I have been working on developing these activities and we will be moving into the full blown planning stage. My activities have focused on building the buzz for our events with the communities where we serve. This is not just with the movers and shakers of local communities like Sunol and Niles, but extended communities like Pleasanton and Oakland, Alameda County and Sacramento, but also with the larger Railfan community.

As a direct result of our Press Release and schedule distributed late last year, Trains Magazine's online news feature NEWSWire announced the schedule of events, including breaking the news that the Skookum would be running in Niles Canyon during 2019. Thousands of railfans now know what we were up to. Shortly thereafter I was contacted by Elrond Lawrence, who is a contributor for Trains Magazine. He was instructed to contact us about writing an article for an upcoming issue of Trains Magazine. We set up a time, and I spent the entire day with him on Saturday December 28th. Elrond lives in Watsonville, so he has visited us before, to see what we are doing and to ride our trains (he was here for the Big Lift when we changed the trucks under the Krauss-Maffei SP9010 locomotive), and he also rode our last regular Sunday train back in October. He is familiar with us, and our equipment. This trip was to really dig into what we are doing and get the whole story.

This will be a major article in Trains (8 pages) and it will be the first time an article focusing on PLA and the NCRy will be published there. While we get mentioned from time to time in the Railroad Press, we have never been focused on like this. The article will not just focus on the Train of Lights or our upcoming 150th events but will be more about who WE are and WHAT we are

doing. This will allow Trains readers to get familiar with our Operations before planning to visit us. Elrond is also a first-class photographer, and he was documenting the many fabulous sites presented to him.

When Elrond arrived at Brightside he lucked into another crane job. The newly painted saddle tank for the #3 was being reinstalled on the locomotive, completing another big step on getting her re-fired. Our steam department volunteers brought him up to speed on the #3, the #4, and the plans for the Skookum when it arrives.

We then visited the car shop, where he was brought up to speed on the SP9010 restoration, and he was also able to watch the restoration work on the Yosemite Valley 330, which was taking advantage of the TOL lull to have the car in the Car Shop. Elrond was very pleased to see all the new paint jobs. The WP713, GP7, SP1195 SW900, the M200 Railbus, and of course the recently completed Arizona and Eastern 435 Combine. Elrond bemoaned the fact that he missed the morning light which would have really highlighted the new paint on the locomotives.

Over lunch we discussed some of the issues we are constantly dealing with, and some things were discussed off-the-record but would help him see WHY we do what we do. After lunch we drove down to the big curve on the highway, and I pointed out the location where the famous 1866 photo of the WP commissioner's train was located. He wanted to see the famous wall there, but sadly it was terribly overgrown. (Since then, our arboreros have gone out and done some tree trimming and brush whacking in the area. They will continue to work until a significant portion of the wall will be visible, hopefully showing a few of the buttresses that make it so unique. Hopefully we can recreate a modern version of that first train in the canyon photo.)

We then climbed aboard the TOL and walked it from end to end. Elrond spoke with many of the volunteers preparing the train and was really pleased to see the enthusiasm they all brought to their work. We tried to stay out of the way as much as we could, but he did get a first-hand look at how much effort was required to pull this off.

We rode the train down to Niles and he was photographing all the way. He documented our passengers boarding process, and the whole trip up to Sunol. When we

reached Sunol, we fought our way through the train so he could get some sunset shots of the train while it was in Sunol for the locomotive end switch. Then it was back to Niles, in the dark. I think he took well over 1000 photos just on the round trip!

We rode the deadhead run back to Brightside, where he partook in the feast that is provided for the crew, and the spirit and camaraderie that was evident. We left the train as it went to Sunol. Elrond was still going to do some chasing to take photos of the train from the highway before returning to his home in Watsonville.

I should see his submission around the end of the month. We are hoping this will hit the newsstands and subscribers mailboxes in early April. Also, Sam Richards, a local reporter I have spoken with before who now also writes for Trains NEWSWire, was asked to do an article about the restoration of the SP9010. You should be able to find both of the NEWSWire articles on line.

I expect our press coverage to increase exponentially as word of our efforts gets out. I am also expecting great local support and really exceptional turnouts for these events, the Specials as well as the regular Sunday runs.

We will need a lot of volunteers to pull this off within the time frame. Even if you have few railroad skills, we will need literally a hundred docents to help our visitors. Some visitors will just need someone to point them to the bathrooms and tell them where to go for their tickets and to board the trains. This is the kind of job that is critically important, and you can be brought up to speed in a matter of minutes. It is a great way to log volunteer hours, which are valuable to earn TOL tickets.

In order to have enough experienced volunteers I need YOU to come out and get the experience you will need. Remember, none of our volunteers had experience until they came out and actually did the job. These jobs are all 'learn by doing' jobs. We have volunteers who will help you learn what is required and share their methods and processes which have been honed over countless hours.

As always, if you would like to discuss any topic in further detail, please contact me by phone at 925.447.7358 or by email at [president@ncry.org](mailto:president@ncry.org)

**Respectfully submitted**  
**Henry Baum**



# NILES CANYON RAILWAY

## Stack Talk

### A Busy Holiday Season in the Shop

The Steam Department volunteers have been working hard on both the Robert Dollar #3 and Clover Valley #4, to get them back in operation for this year's 150th Transcontinental Anniversary Events. The work on the Robert Dollar made a significant step forward on December 29th when the saddle tank was reinstalled on the locomotive. The Pacific Locomotive Association and the Steam Department want to give a big thank you to Ed who owns Engineered Crane for donating his time and crane to reinstall the tank on the #3 saving PLA around \$1,000. Thank



Photo by Chris Hauf

The saddle tank is positioned over the engine in preparation for reinstall.

you Ed!

With the tank on the locomotive, all the remaining plumbing such as water lines, sander lines and injector lines can finally be reinstalled and will be complete before you read this issue of the Club Car. The electrical disconnected when the headlight was removed was reconnected by Dan Loyola which



Photo by Chris Hauf

Waiting for the engine...

finishes another leftover item needed for operation. Inspections on the running gear and finishing required annual inspection items are ongoing. The mechanical work should be complete about the same time Chris Hauf finishes painting the locomotive. We can't wait to have the Robert Dollar #3 operating again!

The work continues on Clover Valley #4. PLA volunteers have been working on completing the required annual inspection. The throttle has been lapped, dome lid re-installed and the safeties have been pulled and plugged in preparation for our annual FRA hydro-test. Steam Services of America continues to work on the rear truck rebuild and is scheduled to come back in early February for their next visit.

**Alan Siegwarth**



Photo by Chris Hauf

Touchdown... The tank is reinstalled.

## To volunteer contact one of the Department Heads below

**BRUSH CUTTING** - Clearing the RoW of bushes and trees - Steve Jones - fcocompost@aol.com

**CAR MAINTENANCE** - Maintenance and repair - Tom Crawford - tom@thecrawfordfamily.net

**COMMISSARY** - Food service on the trains - Bob Bradley - ncry.commissary@gmail.com

**GIFT SHOP** - Work in the Sunol Gift Shop - Gail Hedberg - giftshop@ncry.org

**MOW CREW - (WEDNESDAY)** - Work on track repair, etc. - Joe Peterson - wedmow@ncry.org

**MOW CREW - (SATURDAY)** - Work on track repair, etc. Michael Strider - michael.strider@hdrinc.com

**SIGNALS** - Install/Maintain signal systems - Curt Hoppins - curt@ncrysignal.com

**STATION - (NILES)** - Work parking, ticket sales, set-up, etc. - John Fenstermacher - johnnsherif@aol.co

**STATION - (SUNOL)** - Work parking, ticket sales, set-up, etc. - Donna Alexander - station-agent@ncry.org

**STEAM HOSTELER TRAINING** - Prepare a steam locomotive for service - Jeff Schwab (510) 734-6890

# NILES CANYON RAILWAY

## SP 9010 Krauss-Maffei

### Continued from Page 1

Egyptian typeface road name lettering along the hood, and generally prepping SP 9010 for its passenger-hauling duties in July.

The SP 9010 debut trains will run between Niles and Verona during the days of Saturday the 20th and Sunday the 21st. And there's a direct connection between SP 9010 and another anniversary: July 20, 2019 is also the 50th anniversary of the U.S. Moon Landing by Apollo 11 — and SP 9010, in its role as SP Locomotive Simulator Camera Car SP 8799, was associated with simulator technology developed by the very same company which created the Lunar Lander simulator for NASA, and to top off that connection, SP 8799 filmed the SP right-of-way through Colfax, California during the day of July 26th, 1969 as Apollo 11 was making its return to Earth. Nice scheduling job on the part of PLA to be sure!

The locomotive will operate that July weekend as a Cab Control Car at the point of the train, with power being supplied by our ex-SP "Black Widow" SD9(E) 5472. During October, Howard and crew (assisted by Rob Fern from the UK) discovered some oil blowby issues with the KM's Maybach Mercedes-Benz 2000HP V-16 turbodiesel. Since it's not possible to correct these issues before July, the difficult decision was made to not risk further motor damage — or to sprinkle our celebrants with motor oil! The Maybach is awaiting new parts and tools from MTU, the motor maker's successor, and will receive a top-end rebuild commencing soon after the ceremonies have completed. And if that's not enough SP 9010 celebration for one year, January of 2019 has seen the delivery of an exact HO scale replica of SP 9010 in handmade collectible brass. Union Terminal in turn has donated a substantial portion of the sales proceeds to the SP 9010 restoration fund, and the wooden box plaque prominently features the PLA logo and indicates the cooperative re-

lationship. The models are stunning to behold. Union Terminal Imports, based in Pleasanton and helmed by PLA member and donor Chuck Sted, has produced sixty-seven special edition models in a commemorative wooden display box. R&D for this project was done by PLA member and SP 9010 vol-

unteer Bob Zenk, using the volumes of data gathered during SP 9010's restoration. Thanks are due in equal and huge measure to every last one of SP 9010's volunteers through PLA — that list includes the constant support of Bill Stimmerman, Dennis Mann, Gerry Feeney, Rich Anderson, Dee Murphy



*Photo by Howard P. Wise*

**The once and future 9010 looked like this in 2008 when it was acquired by the Pacific Locomotive Association from the California State Railroad Museum.**



*Photo by Bob Zenk*

**The rest of SP 9010's Number 2 powertrain is in fantastic shape. The Maybach was returned to test operation, and the entire cooling system (right) was replaced, restored, or refurbished, including all-new radiator cores. Below those radiators can be seen the top of SP 9010's rear Voith turbo transmission.**



# NILES CANYON RAILWAY

## SP 9010 Krauss-Maffei



*Photo by Howard P. Wise*

Howard Wise has been laying out, masking, and painting the fifteen-inch Southern Pacific road name lettering.



*Photo by Bob Zenk*

During the October test run, oil leaks and blowby were discovered. Guest volunteer from the UK Rob Fern and Howard Wise discuss the situation under one of SP 9010's four Maybach turbochargers.



*Photo by Bob Zenk*

Bill Stimmerman re-engineered and created SP 9010's original KM-designed handbrake.



The Union Terminal Imports SP 9010 limited edition model in special commemorative PLA wooden presentation box.

and Rich Alexander, but should be in no way confined to just those individuals. Also invaluable to the effort are the many associates, international individuals, and worldwide companies who've aided this effort — a restoration once believed to be utterly impossible. Please go to the SP 9010 website at [sp9010.ncry.org/crew.htm](http://sp9010.ncry.org/crew.htm) and check out the list of direct SP 9010 volunteers both at Brightside and around the world. Follow that site also for regular work updates from Howard, and visit the SP 9010 Facebook page at Southern Pacific 9010 for more news and photos of the latest developments.

We're taking our cue (at least for the title of this Club Car article) from SP 9010's friends in Germany, who have blessed our use of the Southern Pacific's most common nickname for their Krauss-Maffei hydraulics. We think the "Year of the Kraut" is moving along very well indeed. In fact, we'd go so far as to say that 9010 in 2019 is: ausgezeichnet!

**Bob Zenk**



*Photo by Bob Zenk*

The brilliant new Scarlet finish on SP 9010's long hood end is a tribute to the fine bodywork done by PLA volunteer Bill Stimmerman. Howard Wise applied the durable, glistening paint.



# NILES CANYON RAILWAY

## ----- Wednesday MOW Report -----

2019 is starting out to be a good year! Work on two major projects has progressed in spite of the heavy-duty rain storm around Wed. the 16th. The good news in the rain department is that all the culverts seem to be doing their job and the R-O-W is still where we left it.

One project that was started on the 9th was to remove a tree that was threatening the historic 1860's retaining wall out near the big curve. The tree was felled and lots of brush chipped before we called it a day. The remaining trunk will be extricated when the hillside dries out a bit.

Another project that was continued is removing OTM (spikes and tie plates) from derelict ties and sorting things for re-use, landscaping or hazardous disposal. This marked the return to service of the hydraulic pump which let the team use the spike extractor to make the job more efficient.

While that was going on, the Eastern end of the R-O-W was examined for future needs and projects noted. One of these is a tree that had crotch rot failure and half the tree is now laying on the ground. This will soon be bucked up



*Photo by Joe Peterson*

The trees do not always wait for us! Here Steve Jones is examining a tree with crotch rot failure. WEDMOW will have to come back and buck the tree into smaller pieces for removal.



*Photo by Joe Peterson*

Notice the relationship between Doug Vanderlee in the foreground and Bob Pratt at the top of the slope!



*Photo by Joe Peterson*

Doug Vanderlee observes while Steve Jones fells a tree that endangered the historic 1860's retaining wall.



# NILES CANYON RAILWAY

## ----- Wednesday MOW Report -----



Photo by Dee Murphy

At 6'1", Joe Peterson is dwarfed by the historic 1860's retaining wall. Here you can see the flying buttresses that re-enforced the wall.



Photo by Joe Peterson

Doug Vanderlee, Pat Stratton and Steve Jones are running the slash through the Bandit chipper and creating hillside mulch.



Photo by Joe Peterson

Pat Hafey, Ron Thomas and Steve Jones are using the hydraulic spike extractor to remove spikes from old ties so they may be sorted into re-usable, landscaping or garbage. Bob Pratt can be seen in the background helping Pat Stratton, in the Tie Handler, sort the ties.



Photo by Joe Peterson

Steve Jones, Ron Thomas and Pat Hafey work at removing spikes from old ties using the hydraulic spike extractor.



Photo by Joe Peterson

Steve Jones, Doug Vanderlee and Bob Pratt are seen trimming branches away to clear a work area before felling a tree that is causing damage to the historic 1860's retaining wall.

into manageable chunks for disposal.

As you can see, there are many jobs to do along the Right-of-Way! Why don't you come out and join us any Wednesday or contact Mike Strider to see how you can help with the Saturday team!

**See you along the ROW!**

**Joe Peterson**



Photo by Joe Peterson

Steve Jones checks on the progress being made by Pat Hafey, Bob Pratt and Ron Thomas on convincing the hydraulic pump to come to life so we can use the spike extractor tool.



Photo by Joe Peterson

Dee Murphy and Joseph Romani are belaying Doug Vanderlee as he works on the steep slope above the historic retaining wall.



Photo by Joe Peterson

Doug Vanderlee is trimming lower branches in order to clear a safe work area before Steve Jones can fell the tree.



# NILES CANYON RAILWAY

## Signaleros Report

The Signal Department has continued to make progress with our new Verona crossing, and if all goes well we should be putting it into service very soon. We recently had our signal contractor, Summit Signal, return and install the cables that run from the signal house to the track and signals. Installing these very stiff cables through our underground conduits was a difficult task, so we were very happy to have Summit's crew doing the work.

Once the cables were installed we began wiring up all the hardware inside the signal house. This is a tedious process. On the end of each wire a ring terminal is installed followed by a label that is wrapped around the wire. To connect the end of the wire to the equipment the ring terminal gets sandwiched between two washers on a 1/4" stud followed by a nut, which is tightened, followed by another nut, which is tightened against the first. Needless to say this process is very time consuming. A few more days of wiring and we should be able to start testing the crossing operation.

We will have Summit Signal out one more time to connect the local utility service to the signal house. Current-

ly we are powering the interior using a battery or a generator.

To learn more about the Signal De-

partment check out our website at: [www.ncrystsignal.com](http://www.ncrystsignal.com).

**Curt Hoppins**



Joe Romani and Tim Flippo wiring up gate arm lights.

*Photo by Curt Hoppins*



Signal house interior.  
*Photo by Curt Hoppins*



Logan Rubasky and Bill Kenney bending electrical conduit.

*Photo by Curt Hoppins*



# NILES CANYON RAILWAY

## Maintenance-Of-Way Meeting March 9, 2019 at 9:00AM in the White House

Joe Peterson, Bob Pratt, Henry Baum and myself (Doug Vanderlee) walked the line of M.O.W. (Maintenance-of-Way) equipment and various other pieces scattered around the yard. We discussed each piece of equipment as to whether or not to keep, trade or scrap, plus any NEW acquisitions and other topics. We did agree that each piece of MOW equipment needs an Operators Manual, Parts Manual (both kept in file cabinet in Blue Container), Operator's "Cheat" Sheet (Laminated) and a Daily Checklist Binder (both kept on the unit). The Daily Checklist would be for the "Qualified" Operator to verify that the Engine Oil Level, Hydraulic Oil Level, Fuel Level, Radiator Water Level, Lights, Horn, Brake Shoes, Fire Extinguisher, etc. are ALL within proper limits and condition before use. This will be Mandatory to fill out once enacted. A MOW Roster of equipment has been started with pictures and information. This will go on our website. The list of MOW Equipment below is NOT steadfast as to final determination.

- 1) Tie Crane – (Keep) : Needs Hydraulic Oil leak fixed on Spinning Head Motor. Engine Oil changed recently.
- 2) Mongo – (Keep) : Engine rebuilt recently. 112 Volt Electric Generator needs to be replaced.
- 3) Smoke Chaser – (Trade?) : Issue with Transmission? New Firefighting Push Cart will be built.
- 4) Big Bird – (Keep) : New 20" wheels needed.
- 5) Scarifier – (Trade ?) : Overhauled by Mike Winkler. Too much hand shoveling?
- 6) Tie Extractor – (Keep) : Lift Table leak fixed. Plow attachment to clean crib invented by Steve Barkkarie.
- 7) Crab Car (Keep) : New Battery, new wood deck and paint, plus engine cover.
- 8) Jackson Switch Tamper (Trade ?) : Electrical Tripping needs to be diagnosed.

- 9) Kershaw Production Tamper (Keep) : Looking for newer model.
- 10) Spud Liner (Keep) : Overhauling presently. Use out East and Supply Cart mover.
- 11) Burro 40 (Keep) : Rebuilt engine being worked on by vendor.
- 12) Spiker (Keep) : Needs work on one side spiker.
- 13) Ballast Regulator (Keep) : Needs to be gone over mechanically and painted.
- 14) Chipper (Keep) : Need Key people training (4-5).
- 15) Bucket Truck (Keep) : New Water Pump just installed.
- 16) Portable Hydraulic Track Lift (Keep ?) : Needs to be mechanically gone over. NO more jacks?
- 17) Hydraulic Traveler (Keep ?) : Adapt for Supply Cart mover and mobile Hydraulic Power?
- 18) Yard Dog (Keep) : For use with Heavy Hauler and other road or rail movement.
- 19) 250 Ton Wrecker and Tender : Paint? Display/Demo special events days.

New or Used equipment needs were also discussed. A new Switch Tamper, a new Portable Hydraulic Unit (1-10 GPM and 2-5 GPM ports) and a new Tie Crane/Handler.

CLEAN Equipment was brought up. This means that NO OTM, Tools, Rags, dunnage, drink containers, etc. are to be left on equipment at the End of Day, unless Supply Cart loaded for ongoing job and discussed with others.

MOW Exams and Manuals will be kept on-line so anyone can access anytime.

A dedicated area for Hydraulic Hoses, Fittings, Manifolds and others parts was talked about for the MOW area. Filter Makes and Numbers (Oil, Fuel, Air, Hydraulic) will be added to "Daily Checklist". If you change a filter, please use a Permanent Marker to write the Date on the Filter.

Also talked about was having a once

a year MOW Maintenance Day/Week-end for equipment and training/refresh-er. We are planning for a March 9, 2019 at 9:00AM meeting in the White House. An agenda will be set up and emailed prior to meeting.

Please contact Joe, Bob or myself to talk about any of the subjects written about. If, you would like to take on a MOW Equipment project that would be Great! If, everyone adopted a piece of equipment to look after that would help assure we have safe and running equipment when needed.

**Thanks!**

**Doug Vanderlee**

## RECERTIFICATION CLASS

**FOR ALL TRAIN  
AND ENGINE CREWS  
ON**

**MARCH 16  
MARCH 23  
MARCH 24**

**HELD AT  
WHITE HOUSE  
0900 TO 1200**

**COFFEE AND LUNCH  
PROVIDED**

**BRING RULE BOOK  
AND TIMETABLE**

**TESTS WILL BE GIVEN**

# NILES CANYON RAILWAY

## ----- Saturday MOW Report -----

### WORK DAY NEAR MILE POST 38.8

A small crew of volunteer track workers on Saturday, January 5th, took the maintenance-of-way (MOW) train out to the end of our panelized track near mile post (MP) 38.8. The crew consisted of Chris O'Gara, Frank Fontes, Mike Strider and later Doug Vanderlee. The day was dedicated to replacing defective and/or missing crossties in the track panels with good crossties and making sure all of the crossties are properly spaced and spiked so that ballast can be placed at a later date. The weather cooperated all morning and into the afternoon as the crew installed 12 good ties and made sure all of the track had a solid count of finished track up to a designated point where we continue the next time. At around 3 pm the rain started to come down a little strong and at that point it was time to get back to Brightside. The panels as of this writing have been installed all the way to the east end of the reversing tangent near MP 38.78. We are literally just around the next curve until MP 39 and the Happy Valley Bridge. Also during that Saturday, Steve Barkkarie prepared another 100 or so feet of prepared trackbed for the next set of track panels. We need more volunteers on track so we can get to Happy Valley sooner than later, so please come out and enjoy the fun on Saturdays.

**Mike Strider**



*Photo by Dave Fontes*

The MOW crew of Frank Fontes (L) and Mike Strider with engine 298 operated the first train over the recently repaired Alameda Da La Arroyo bridge.



*Photo by Frank Fontes*

Chris O'Gara (L) and Mike Strider load good cross-ties onto MOW flat.



*Photo by Frank Fontes*

Doug Vanderlee nipping up a crosstie while Mike Strider uses the jackhammer to install spikes.



*Photo by Frank Fontes*

Mike Strider (L) and Chris O'Gara preparing good ties for spiking near MP 38.8



*Photo by Frank Fontes*

Steve Barkkarie feeding ballast shaker with CAT 416C backhoe



*Photo by Frank Fontes*

Steve Barkkarie recycling ballast near MP 38.8, just East of end of panels.



# NILES CANYON RAILWAY

## Volunteer Report

by Paul Veltman

The following is a list of the people who helped run your railroad in December. Names in **Bold** are new members, first timers, or the first time in a long time. If you are new to volunteering on the railroad, please print your name clearly on the sign in sheet so it can be read. You can also send hours by e-mail to [stumpie1@sbcglobal.net](mailto:stumpie1@sbcglobal.net). Note that if I can't read your writing, you may not get credit for the hours you worked as well as having your name grossly misspelled.

### ADMINISTRATIVE

Henry Baum  
Dexter Day  
Jim Evans  
Gail Hedberg  
Kent Hedberg  
Dennis Mann  
Peter Midnight  
Joe Scardino  
Jim Stewart  
Paul Veltman

### MEETINGS

Donna Alexander  
Rich Alexander  
Henry Baum  
Dave Burla  
George Childs  
Dexter Day  
Jim Evans  
Gail Hedberg  
Kent Hedberg  
Jim Kyser  
Dennis Mann  
Peter Midnight  
Bob Pratt  
Dan Sarka  
Steve Slabach  
Jim Stewart  
Pat Stratton  
Paul Veltman

### CAR DEPARTMENT

Bob Bailey  
Ray Crist  
Dennis Mann

### TRAIN OF LIGHTS

Donna Alexander

### TRAIN OF LIGHTS

Rich Alexander  
Rich Anderson  
Mary Asturias  
Bob Bailey  
Laura Bajuk  
Steve Barkkarie  
Henry Baum  
Ed Best  
Linda Best  
James Bradas  
Lou Bradas  
Pat Buder  
**Jean Bulycz**  
John Burnside  
Dave Burla  
John Burnside  
Mike Carter  
Chris Chisom  
Bruce Compton  
Tom Crawford  
Scott Crislip  
Ray Crist  
**Paul Davison**  
Dexter Day  
Doug Debs  
Gerry Dewees  
Nancy Dewees  
Gerald DeWitt  
Fred Elenbaas  
Bob Engberson  
Jon Engberson  
Laura Engberson  
David Ernest  
Shirley Ernest  
Jim Evans  
Gerry Feeney  
John Fenstermacher  
Tim Flippo

### TRAIN OF LIGHTS

Frank Fontes  
Glenn Fountain  
Charles Franz  
Rob Giles  
Jim Gilmore  
Armano Giovacchini  
Warren Haack  
Jim Hague  
Bonnie Harrington  
Jack Harrington  
Zonker Harris  
Gail Hedberg  
Kent Hedberg  
Brian Hitchcock  
Curt Hoppins  
Patti Johnson  
Randy Johnston  
Steve Jones  
Donald Kirker  
Chuck Koehler  
Fred Krock  
Greg LaFramboise  
Justin Legg  
Jorg Linke  
Dave Lion  
**Ron Logan**  
Derek Lyon-McKeil  
Kim Lyon-McKeil  
Dennis Mann  
Roger McCluney  
Al McCracken  
Jim McDaniel  
Patrice McDonald  
George Mednick  
**Marvin Mendosa**  
Mike Miller  
**Tom Miller**  
Dan Mills

### TRAIN OF LIGHTS

Sally Mills  
Melody Minto  
Sharron Morrison  
Charlene Murrell  
Charles Navarra  
**Chris Norrie**  
**Adam Palmer**  
Bev Patterson  
Mike Pechner  
Tony Peters  
Joe Peterson  
Bob Pratt  
**Ron Quilian**  
Joe Romani  
Dan Sarka  
Joe Scardino  
Derek Schipper  
**Earle Schremp**  
**Judy Schremp**  
Alan Siegwarth  
Janet Smith  
Richard Smith  
**Rene Sporer**  
Linda Stanley  
Jim Stewart  
Wayne Stoddard  
Pat Stratton  
John Sutkus  
Jackie Szymanski  
Dan Thomas  
Ron Thomas  
Sue Thomas  
**Andrew Turnbull**  
Ted Unruh  
Jackie Vlasak  
Daniel Vygodner  
Jon Williamson  
Eric Wright

### TRAIN OF LIGHTS

John Zielinski  
**DEPOT CREW/OPERATIONS**  
Kent Hedberg  
Mark Miller  
Jackie Vlasak  
Pat Warren

### SWITCHING CREW

Gerry Feeney  
Kent Hedberg

### ELECTRICAL & SIGNALS

Tim Flippo  
Curt Hoppins  
Bill Kenney  
Dave Lion  
Joe Romani  
**Logan Rubowsky**  
John Zielinski

### MECHANICAL DEPT

Rich Anderson  
Henry Chandler  
Doug Debs  
Gerald DeWitt  
Gerry Feeney  
Charles Franz  
Jeff Haslam  
Chris Hauf  
Kent Hedberg  
Steve Jones  
Chuck Kent  
Justin Legg  
Dennis Mann  
Dee Murphy  
Bill Ross  
Derek Schipper

### MECHANICAL DEPT

Jeff Schwab  
Alan Siegwarth  
Linda Stanley  
Bill Stimmerman  
Dave Tadlock  
Stephanie Tadlock  
Howard Wise  
Bob Zenk

### MOW / TRACK

Bob Bailey  
Steve Barkkarie  
Chris Campi  
Dave Fontes  
Frank Fontes  
Mark Miller  
**Anthony Noddings**  
Chris O'Gara  
Joe Peterson  
Bob Pratt  
Mike Strider  
Doug Vanderlee

### OTHER

Zonker Harris  
Steve Jones  
Barry Lependorf  
Paul Veltman



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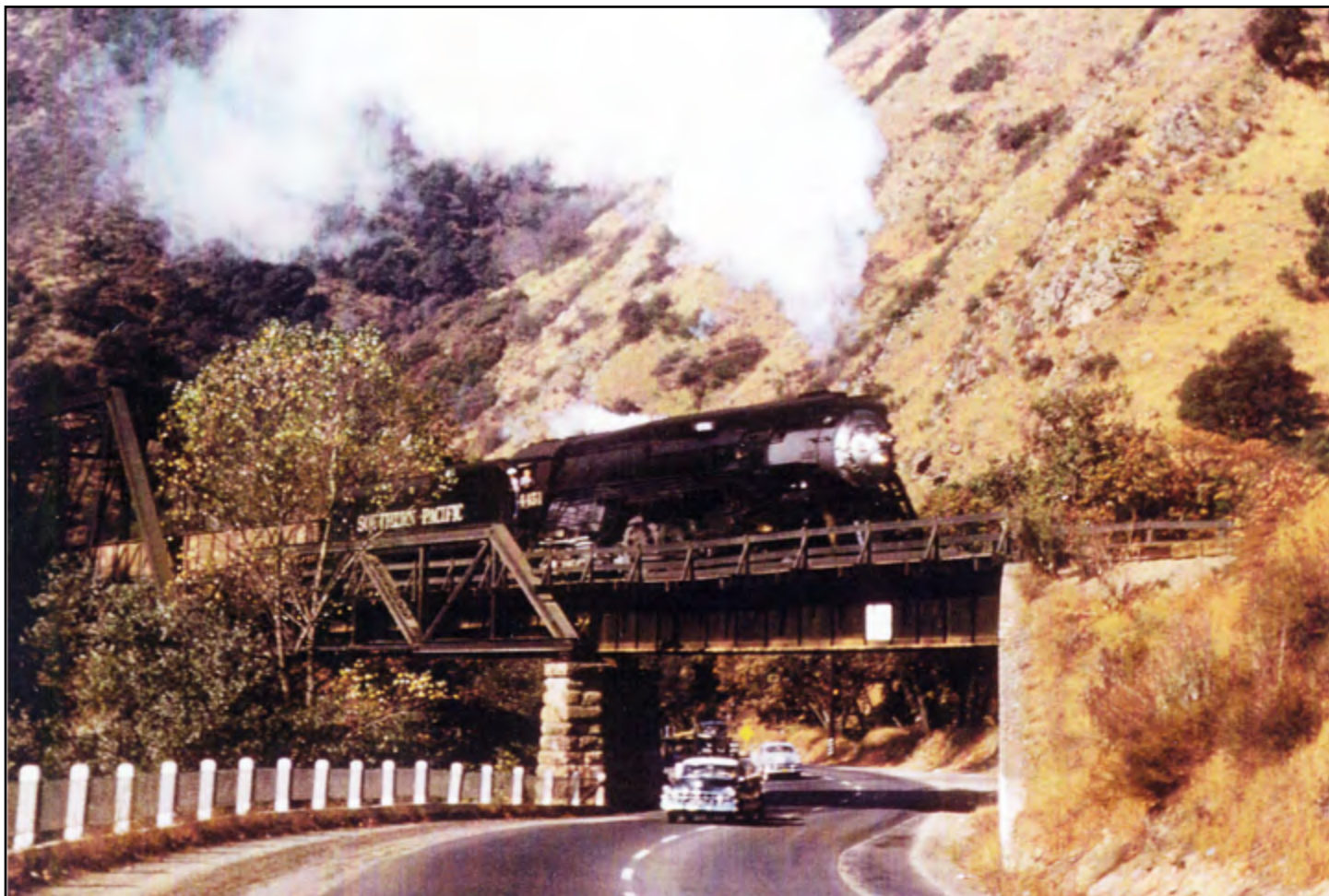
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*Photos by Wessley Hammond*

Steam powered trains running on the Southern Pacific through Niles Canyon on ROW that would eventually become the Niles Canyon Railway. This is the SPRR 4451 circa 1955.