



THE CLUB CAR



Bulletin 672

Pacific Locomotive Association, Inc.

www.ncry.org

August 2019

SP 9010 Debut: Our Eagle Has Landed!



Photo by Chris Hauf

The #9010 and its all SP train waits in Niles for passengers to arrive.

On the 50th anniversary of the Apollo 11 manned moon landing, PLA celebrated a moon shot of our own: the roll-out celebration of eleven years of restoration work on Southern Pacific 9010, the world's only surviving Krauss-Maffei

USA diesel-hydraulic road locomotive, built in Bavaria in 1964 as a challenge to the status quo of American locomotive development.

Two public excursions were run, using the full length of the Niles Canyon Railroad. Departures were at 10:00AM and 2:30PM from Niles, and our all-Southern Pacific historic consist ran behind a jewel-like SP 9010 and a contemporary all-SP consist to Verona and back.

A short ceremony kicked off the morning's departure. PLA President Henry Baum welcomed VIP guest Nadine Stuth, attending from her home in Texas. Nadine's father, Roy S. Rittmann, was the Acceptance Officer for the beginnings of the Krauss-Maffei project, and in 1961 Nadine and her family attended the pre-shipping trials and

presentations in Germany. As with so many SP 9010 restoration contributors around the world, Nadine heard about our efforts through our internet presence, and generously shared the KM materials in her collection. Her father's photos of the testing and delivery of the Prototype KMs to the United States helped us document missing portions of SP 9010's history, and it was most fitting that Nadine christened the restoration with a traditional bottle break over 9010's front coupler.

Brief remarks were presented by the Southern Pacific Historical & Technical Society's Scott Inman, who outlined the unique mechanical and historical significance of our artifact, and gave tribute to the work of PLA crew chief Howard

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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

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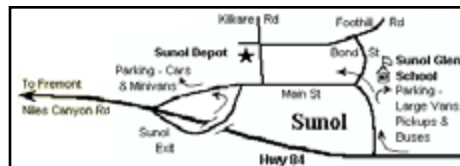
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MEETINGS

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

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

August Board Meeting
Saturday, August 17
at 3:00 pm
in the Whitehouse
Brightside

Every Wednesday
and Saturday are
WORK DAYS
at the Brightside Yard

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.

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 3rd Friday of January, May & July at 7:30 p.m. and the 3rd Saturday of March, June & October at 3:30 pm 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

===== August Activities =====

August 1	1st Thursday	Summer Train 10 am & 12:30 pm (Sunol)	Alexanders
August 3	1st Saturday	East Track Building, 8 am (Brightside Yard)	Mike Strider
August 4	1st Sunday	Regular Train Operations (Steam)	
August 9	2nd Friday	NCRy Presents Nostalgic Niles	Henry Baum
August 10	2nd Saturday	NCRy Presents Nostalgic Niles (Steam)	Henry Baum
August 11	2nd Sunday	NCRy Presents Nostalgic Niles (Steam)	Henry Baum
August 17	3rd Saturday	Board of Directors Meeting, 3 pm (Brightside)	
August 18	3rd Sunday	Regular Train Operations (Diesel)	
August 18	3rd Sunday	Wine Tasting Special, Parlor Car, 12:30pm & 2:30pm (Sunol)	
August 24	4th Saturday	Brush Cutting, 7 am (Brightside Yard)	Steve Jones
August 25	4th Sunday	Regular Train Operations (Diesel)	

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

After many years of faithful service to the PLA, Paul Veltman has retired as Treasurer. After being appointed by PLA President Henry Baum to complete the remainder of Paul's elected term, I have taken over Treasurer duties as of July 1. I have made many runs through Niles Canyon on train crews as a qualified Brakeman over the past ten years; I am also a regular Wednesday MOW crewman. My career and background in accounting and business administra-

tion for the construction industry should also be beneficial to carrying out my duties for this museum railroad organization. You can contact me at treasurer@ncry.org, or look for me along the right-of-way!

Pat Stratton
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.



Photo by Joe Peterson

With the helpful leadership from Bob Bradley, Ron Thomas, Bob Pratt, Gregg McNaughton and Pat Hafey attempt to assemble the large canopy in time for the 4th of July Picnic.



E-COUPLING INFORMATION

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

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

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

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

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



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

What a time these last couple of weeks have been.

We had two evening runs to allow passengers to appreciate the Niles Canyon nighttime sky, something few of them will ever get a chance to experience in near total darkness. I would not be surprised if the TOL is visible from Space due to its brightness.

Both night runs were sellouts, and we could not have asked for better weather. The original night ride was scheduled for July 20th so we could celebrate several historic occasions. July 20th was the day we would reintroduce the restored SP9010 to the world, more on that below.

I was very excited when I found out the moon would be full on July 20th, so we could also celebrate the 50th anniversary of the Apollo 11 Lunar Landing, which happened on July 20th 1969. Toss in the summer-long celebration of the 150th anniversary of the Transcontinental railroad, and it could not be a better time for the PLA.

I then decided to check and was chagrined to find that moonrise on the 20th was not until 11:45PM. It will be kind of hard to celebrate the moon landing without the moon. Not a problem for the folks at NCRy. We just added a second nighttime run on Saturday July 13th. The moon would be fully up for this trip and we could celebrate the moon landing on that day, and again on the 20th.

Everyone was amazed at the success of these two events, and that means we will do more of those in the future.

For the KM event during the day on July 20th, we started with a rededication ceremony for the marvelously restored locomotive. I took this opportunity to bring up the reluctant team of hard working volunteers who had been with this project from the beginning. My thanks again to Howard Wise, Bill Stimmerman, Gerry Feeney, Dennis Mann and Rob Fern, who came from the UK for this event and who will be instrumental in rebuilding the Maybach

diesel.

We had many special guests, most noticeably Nadine Rittmann Stuth, representing her family, whose father Roy Rittmann was one of the SP people who went to Germany when the 9010 was being built in 1961. She said her family stayed there with a family who lived there for 4 months while it was being built, and toured the country with the family while there. She brought many personal souvenirs of her travel there to be shared with our distinguished passengers onboard the train. She also brought a number of additional KM documents that she had discovered and donated those to Howard's technical collection. She also brought a most special piece of memorabilia, an actual cab ashtray from the KM locomotives. Howard reported that although he did recreate the mounts for these ashtrays when rebuilding the cab, we didn't have an actual ashtray to display there. And now we do.

Scott Inman, President of the Southern Pacific Historical and Technical Society was also in attendance, and gave a very emotional speech regarding the preservation of this locomotive. I am reprinting his speech here for all to hear.

Nadine, Scott and Howard then assisted me in rechristening the SP9010 by breaking a bottle of champagne over the front coupler knuckle. It took 3 tries, but the job was accomplished, and the SP9010 was officially relaunched.

On Sunday, I spent the morning with Nancy Ortiz, a television reporter with KOFY-TV20. More on that next month.

Don't forget the August and September special events. Book your tickets early to get the discounted prices.

I want to remind everyone reading this that we need YOU to come out and volunteer. 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 did the job. These jobs are all 'learn by doing' jobs. We have volun-

teers 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

**Respectfully submitted
Henry Baum**

Scott Inman's remarks:

SP 9010 Ceremonial Remarks Scott Inman, July 20, 2019

Good morning and let me begin by thanking Mr. Baum and the dedicated volunteers of the Pacific Locomotive Association and the Niles Canyon Railway for inviting me to say a few words here today. It is a humble privilege to serve as an ambassador for the preservation of Southern Pacific equipment, artifacts, and ephemera.

You see I was a fairly new and young Docent at the California State Railroad Museum in 2006 when a handful of volunteers and paid staff examined a forlorn and neglected former locomotive that we all simply called "the camera car." SP had used the carbody and frame of this machine as a tool for recording simulator training films before being donated to our museum. At that time, I could not quote the engine's delivered road number as SP 9010 or tell you the remarkable story of its survival. What we saw was collection tarnish, and perhaps something that resembled a recently submerged hulk. The decision we recommended was for the museum to offer America's only surviving Krauss Maffei to other entities, knowing full well it may likely be traded in for salvage, or for another, more practical artifact.

Some time went by when I heard the rumor of a 16 year old member of PLA, named Charles Franz, who petitioned the organization to save the KM, even

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NILES CANYON RAILWAY

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

Continued from previous page

if only for the significance of telling its story or giving it a presentable cosmetic restoration. Then began what ultimately became a worldwide effort to initiate, energize, and campaign for the restoration of an artifact that some believed to be analogous to the difficulty of putting a man on the moon. Rather fitting for today's 50th anniversary of that very achievement, and in the worldwide scope of internal combustion restorations, it is a worthy comparison to the revival of Chassis 19106 that we know and love as SP 9010.

What we had to begin was one railfan publication in a series of books on Southern Pacific Historic Diesels, and Mr. Joe Strapac is here today to see his efforts to promote the history of SP's diesel hydraulic experiment come full circle.

Who would be best suited to lead this project; begun without available blueprints, electrical diagrams, or a domestic manufacturer to lean on? Well no story of this German import would be complete without credit to a man who is admired in the community of rail preservation beyond a level that his humble nature will admit. He has challenged odds, overcome obstacles, and reengineered this machine to breathe life once again. There was no doubt a natural-born leader to take on this unprecedented restoration, and we are grateful today to recognize the ac-

complishments of Crew Chief Howard Wise.

It was almost as if the locomotive attracted supporters on its own as each piece of newly fabricated steel was installed, cab interior work completed, or a piece salvaged from scrap decades before arrived to be reinstalled. It was not long before some of Krauss Maffei Munchen's former employees heard the news around the globe. Through the public relations outreach and social media campaign led by author and supporter Bob Zenk, word began to spread around the globe.

Correspondence, documentation, and first-hand accounts relating to the saga of Southern Pacific's higher horsepower playbook began to emerge from Germany courtesy of Richard Oed, son of the lead project engineer for KM's ML 4000 C'C' locomotive development. Without the support of Richard and the international support of Mr. Rob Fern of the United Kingdom, we may never have learned a set of original trucks still existed in France. Complete with necessary gearboxes long discarded from 9010, a custom-built ballast regulator existed on the scrap line, almost as if fate had it wait for its trucks to be reunited with this restoration campaign before the torch was lit.

Through the efforts of multi-organizational fundraising and an international delegation, the last usable trucks and gearboxes came back to America in

2014. This was the game changer that led Howard to believe 9010 could one day be restored to operate on its own power. New cardan shafts were acquired and installed, all while rust removal and cosmetic painting was being simultaneously completed in phases.

Today represents a legacy of 11 years of determination, learning, synergy, and most importantly historic preservation. The work displayed here today will benefit all who learn about this German-American immigrant who survived against all odds time and time again. 9010 is a machine that possesses an almost human-like desire to live. Everyone here today, the entire community of railroad preservation, and even legacy companies of Krauss Maffei are better as a result of your hard work, dedication, and industrial spirit.

It's quite amazing to think that just a few miles from the spot where 9010 almost met its fate in Sacramento, successor company Siemens is today building new engines. I'm proud that my home town of Sacramento has a rich legacy of locomotive development and construction that has now reached a 150 year milestone in itself. This just goes to prove SP 9010 has a greater story to tell, and one that will benefit future generations who learn of this remarkable story.

Please accept my heartfelt congratulations on this achievement, and thank you for your time.

Want to Volunteer? Department Contacts are listed 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 building track East. Michael Strider - mstrider67@gmail.com

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

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

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

STEAM DEPARTMENT - Work in all aspects of steam engines - Alan Siegwarth - sieggy667@hotmail.com

STEAM HOSTLER TRAINING - Prepare a steam locomotive for service - Jeff Schwab - jeffs@levinterminal.com

NILES CANYON RAILWAY

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

Finally, the three GGRM cars at Hearst were picked up and were taken to Warm Springs for their next movement. The next movement of equipment to leave the NCRY will be four cars that are scheduled to be shipped to Salinas. One car will be the Daylight coach that belongs to Wayne Yetter. The other three will be two box cars and one baggage car. We are waiting for instructions on what else GGRM wants set up for spotting at Hearst for shipment.

So, as you can see, GGRM is trying to move their equipment off of NCRY property, but it seems everything that they thought was OK because they paid to have cars inspected and OK'd to move, still didn't satisfy UP's requirements before they would touch them. It hasn't been easy, but slowly, cars are on the move.

The KM 9010 got a lot of attention the other day when it was brought to Sunol for a washing and rub down before its special run the following weekend. Too bad the Diesel engine failed prior to this special run. On the special run, the KM 9010 will be the controlling engine coupled ahead of the SP 5623, which will provide the power. There will be a lot of good photo opportunities.

Howard Wise has to be very proud of all the work that has gone into this locomotive by many of our members.



Photo by Dexter Day

Lots of members washed and now rubbing down the KM 9010.

If you ever had a chance to look at this engine as it was delivered to the NCRY, and the way it looks today, I would say this is not a restoration project. This project brought an entire locomotive back from its grave. Some parts for this engine were built right here at Brightside, and not just small parts. Take a look at the nose of this engine. It wasn't there when we got it.

Howard the creator has done won-

ders in spearheading this project and getting the job done. As this locomotive draws closer to completing its restoration, there are stories of this project that should be told in a book. I have followed the progress of this engine from day one, and I still cannot believe what has been accomplished. Given what we had to work with at the time, this has to be one of the biggest rebuild projects for a group of our size that has ever



Picture by Dexter Day

Today the three left under special Movement by UP. Finally they are being moved to Warm Springs for deployment.

NILES CANYON RAILWAY

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

been accomplished in the industry.

Oh yes, the prime mover (Maybach V-16 Diesel engine) for the KM 9010 is being rebuilt in the car shop as I write. Great job; looks great!

We will be sending Stephen Barkkarie back to Council Bluffs, Iowa, to a track inspection class which will give him all he needs to know to accomplish track inspections for the PLA. He is working with Peter Schulze at this time to get fully up to speed with what is required in these inspections. Stephen has the education and past experience to qualify as a track inspector under the PUC/FRA requirements. He will also be going to an air brake school so he can get certified to do air brake certifications. This is all needed since Jim Green is out on medical leave. We need to get someone else qualified to inspect and repair our air brakes.

Talking about accomplishments; Mad Max, our leaf blower went out on a serious leaf blowing operational test run recently. How did it do? Well, the thing works as designed, but as expected with a newly created and untested one-of-a-kind unit, it has one flaw. The blower does great between the rails, but it does not get the leaves out from under the rails. Leaf Blower Rev. 2 is in the works, consisting of two additional leaf blowers mounted to blow the leaves from under the rail into the main blower area . . . and the rest is history. Mad Max is needed to clear the track from leaves so tracks can be inspected. Remember, this is a hobby and railroading is supposed to be fun. Who ever thought we would need to have, or invent, an on-rail leaf blower?

Well, that's it for this month. Hope you are having a good Summer. If you have spare time during the week, come out and join the Wednesday Maintenance of Way crew for various activities; all very interesting. Meanwhile, hope to see you along the right of way
Dexter D. Day
General Manager



Photo by Dexter D. Day GM

Mad Max before it will receive 2 leaf blowers for under rail clearing.



Bailey Autenreith, a member of Boy Scout Troop 110, asked if we would be able to donate some of our ties for an Eagle project on which he was working. He wanted to make a staircase for the Tule Ponds at Tyson Lagoon in Fremont, which would benefit the staff and students with moving up and down a steep hill. He sent a photo of the finished project. I'm sure teachers and students will enjoy it for many years.

NILES CANYON RAILWAY

SP 9010 Debut: Our Eagle Has Landed!

Continued from Page 1

Wise and an international cast of SP 9010 volunteers, patrons and supporters. Scott also acknowledged author and SP historian Joseph A. Strapac, attending the event to witness a restoration made possible in large measure by his comprehensive contemporary documentation of the KM subject, and his support of the PLA effort through his extensive historic files.

Howard Wise and crew had already accomplished the impossible: bringing SP 9010 back to life. This resurrection not only returned the locomotive to its striking 1964 visual state as an unlikely German-American hybrid, but included reviving its unique diesel-hydraulic power train, dormant for nearly fifty years. Self-powered tests were conducted starting in February of 2017 with the reawakening of SP 9010's rear prime mover. But a test run in late 2018 confirmed that the sophisticated Maybach Mercedes-Benz V-16 was beginning to spit lubricating oil out the butterfly exhaust stack. Concerned about piston ring or cylinder damage to the otherwise healthy 2,000-horsepower compact power-plant, the decision was made to remove the motor immediately for rebuilding — a plan already in the works with support from the original motor manufacturer's successor company, MTU.

SP 9010 thus operated on the July 20-21 weekend as a Cab Car, with its fully-energized control circuits passing signals to another historic PLA locomotive, SP 5623, a former Bay Area commute service EMD model GP9 fittingly restored in the 1990s by Howard Wise and team. Immediately behind this "Black Widow" power unit was PLA's snack car, the former SP 6719 Economy Baggage, now boasting for PLA a glistening example of the only authentic as-built-in-1962 paintwork for a preserved car of this type. And bringing up the markers was our 1941 Articulated Chair Car SP 2473-2474 in 1960s exterior colors, a car whose history includes a PLA excursion through Niles Canyon

in 1968 behind Alco DH-643 SP 9151, an equally rare member of SP's notably unique diesel-hydraulic fleet.

Fans and celebrants also enjoyed a Bavarian picnic lunch with an authentic German menu fashioned by PLA's Doug Debs, commemorative T-shirts created by Gail Hedberg and the PLA Gift Shop, and the festive tunes of a Bavarian oompah band. Also in attendance were representatives from two major U.S. railfan publications, both intending feature coverage of our noteworthy event and its star locomotive.

To cap off the 9010 weekend, on Sunday a short "caboose hop" was operated for the benefit of our regular riders, with SP 9010 coupled to SP 5472, our restored Southern Pacific SD9.

Thanks go to all the PLA volunteers who contributed to the success of the weekend debut, to PLA volunteers near and far who've assisted the physical restoration, and to our many fans, followers, and benefactors who've turned the rebirth of SP 9010 from an impossible dream to a shining reality.

What's next? More work remains: the rear Maybach motor is on the Car Shop floor, and will be rebuilt to new standards with new factory parts by Howard and crew; cab seats will be reupholstered in fabric specially sourced to match the unique original German crush-grain vinyl material, a few more service point stencils in German DIN 1451 font remain to be applied, and more test runs once the motor rebuild is complete will assure that SP 9010 will become a fully-operational member of the Niles Canyon Railway's historic diesel fleet.

From SP 9010's unlikely inception, through a remarkable and checkered 55-year history in which it might have been scrapped half a dozen times, to one of the most well-documented, improbable, and world-renowned restorations, it was all a "moon shot" — and our eagle has now unfurled its feathers for all. Niles Canyon Base here; The KM has landed.

~ Bob Zenk



NILES CANYON RAILWAY



Photos by Chris Hauf, Don Buchholz,
Dan Sarka and Matthew Cavanaugh

NILES CANYON RAILWAY

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

Another month of diversified “fun” along the Right-of-Way! Everything from removing the old Tell-tale parts just east of Farwell Bridge, cleaning up after a tree descended onto the tracks near the Big Curve, checking out the new Barkkarie Ballast Blower with a successful cleaning of the ROW near Bond St. and, of course, the usual trimming of vegetation for better sight lines and keeping the flora away from our cars and passengers! We even helped Bob Bradley set up the canopies for the July 4th picnic!

And don't forget graffiti and “camp-ground” cleanup!

We also ventured out to the East Sunol Yard to check on the security of the MM-5045. Both doors were open so we locked the east door from the inside and came back later with a lock for the West door hasp.

Who is crazy enough to come out and do all this? Well how about Gregg McNaughton, Pat Stratton, Ron Thomas, Pat Hafey, Rhonda Dijeau, Ken Southwick, Wes Van Osdol, Steve Barkkarie, Steve Jones, Bob Pratt, Joseph Romani, Dee Murphy and Jim Stewart. Linda Stanley was caught in the act of maintaining Mongo and we know that John Zielinski was working his magic as well. It takes a village to raise a child but it takes an army to maintain a railroad.

Enjoy the pictures and do come out and join us some Wednesday.

See you along the Right-of-Way!
Joe Peterson



Photo by Joe Peterson

Happiness personified is Kent Hedberg in the engineer's seat while backing the train for a photo run-by on July 4th.



Photo by Joe Peterson

Steve Jones bucks up the trunk while clearing the tree that tried to close our railroad.



Photo by Joe Peterson

Wes Van Osdol steadies the chain as Bob Pratt cuts off a link to make it usable for holding equipment.



Photo by Joe Peterson

Once again the Bandit Chipper makes short work of an errant tree. Here we see Ken Southwick and Rhonda Dijeau bringing more food for the hungry beast.



Photo by Joe Peterson

Gregg McNaughton and Joseph Romani unbolt the base piece of the former tell-tale so a new one can be fabricated.



Photo by Joe Peterson

Jim Stewart shows the technique for changing confusing graffiti into confusing gibberish!

NILES CANYON RAILWAY

Stack Talk



Photo by Alan Siegwarth

Henry Chandler working on fabricating an oil tank screen support for the #4.



Photo by Alan Siegwarth

Jeff Schwab installing the packing on the Clover Valley #4 piston rods.



Photo by Alan Siegwarth

Jeff Schwab installing the packing on the #4 piston rods.



Photo by Alan Siegwarth

Justin Legg insulating backhead piping on the Skookum.

NILES CANYON RAILWAY

----- Membership Report -----

I would like to begin with a Big THANK YOU ! – to the Voting Members, to my predecessor Peter Midnight and his archiving assistant Jacki Vlasak, to IT consultant (and PLA Archivist) Brian Hitchcock for his selfless and invaluable work to help your Membership Secretary learn the computer work required to process membership business.

That business includes welcoming new members to the PLA family. This report shows 14 new members this month and they are: The Family of Dongbin, Alex, Jayon Zhen and Haixia Dai, The Ruggiero Family that includes Anthony, Angeline, Benjamin and Annelie. In addition are Ken and Deeph Mehta, along with Margo Olsen – the wife of recent new member (and volunteer) Kurt Olsen. Wrapping up the new members portion of this report is the Bayhanogullarindan Family of Annabelle, Salim Murat and youth member Hakan.

Another part of the business under Membership Secretary direction is the tracking of members' volunteer hours. Special thanks to journeyman volunteer Paul Veltman for tracking these hours for the last 20 years. All PLA/ NCRY volunteers salute you!

Volunteer hours will now be recorded by PLA Archivist Brian Hitchcock. Please note: it is extremely important you log ALL hours volunteered. It is preferred you log your time on one of the 'time sheets' located at Brightside, Sunol or Niles. Brian has created a new email address you can email your hours to if needed: ncryvolunteer-hours@gmail.com. Volunteer hours are invaluable when it comes to grants. It not only proves to the grantor that many support the mission of the PLA/ NCRY, but in some matching grants every hour volunteered is worth matching dollars. Please record those volunteer hours at the end of your day.

Lastly, I am hopeful to identify that valuable volunteer among us who will accept the challenge of contacting po-

tential new volunteers using the Interest Forms that new members return back to us. Steve Jones is currently conducting these phone contacts with promising results. Please get in touch if interested – this is one of the most important tasks you could contribute-inspiring new members to discover for

themselves the privilege of volunteering for this dynamic organization. Contact me at membership@ncry.org if this sounds like your calling !

Work Smart – Work Safe !

Linda Stanley
Membership Secretary

Roger Baird's 90th Birthday on NCRy

We had a special NCRy train charter on the evening of Saturday, June 29th. It was for Roger Baird's 90th Birthday and Roger invited all the residents of the Acacia Creek Retirement community located just north of our railroad up on the hill east of Mission Road.

This charter required special efforts. Roger and his guests had a great time. I'd like to thank Steve Jones for his special coordination efforts at Niles, Jackie Vlasak and Ed Best and their crews for running the train and Bob Bradley and our gift shop staff for being available to have the Sunol Station gift shop and Chinese Historical exhibit open to the 180 people present of this unique ex-

perience on the Niles Canyon Railway.
Regards, Jim Evans



Photo by Jim Evans

Roger Baird and Conductor Ed Best on 29 June 2019 . Congratulations on a successful birthday train event.



Photo by Jim Evans

Roger and his guests with his huge cakes at the conclusion of his birthday charter at our Niles Station.

NILES CANYON RAILWAY

Niles Canyon Railway Presents

**Nostalgic Niles...A weekend to step back in time in and around historic Niles
August 9-11, 2019**



The Niles Canyon Railway is partnering with several museums in Niles to bring you a weekend full of fun, nostalgic, and historic adventures. From special presentations and films starting Friday evening at the Essanay Silent Film Museum to steam powered train rides Saturday and Sunday on the NCRy. Special bus transportation available at an extra cost between the Niles Canyon Railway's Niles Station and downtown main street Niles. Once in downtown, train passengers can take advantage of special matinee movie showings all weekend at the Essanay Silent Film Museum with their bus & movie pass wristband. Additionally, visitors can take some time to visit the Niles Depot and Model Railroad Museum and shop or dine in downtown Niles. Additional movie showings are scheduled Saturday and Sunday evening at the film museum, but these will be after the bus transportation has ended and the steam train has left for the day. Visitors will need to provide their own transportation to and from the film museum.

Start your experience aboard our vintage steam train. Ride from Niles/Fremont station located at 37029 Mission Blvd, Fremont, CA 94536 to Sunol and

return. You may also park and board in Sunol where you ride to Niles. Should you decide to purchase the bus/movie matinee wristband for \$10 per person; a bus awaits you in Niles/Fremont station and takes you to and from Main Street to explore downtown Niles. We have multiple steam train departures from each NCRy station throughout the day with the last one-way departure from our Niles/Fremont station to Sunol at 5:20 PM on Saturday and 3:20 PM on Sunday.

With a mainline railroad between our station and downtown Niles, the only safe way to travel between the two locations is on the roadways that circle around and under the railroad. Construction on Sullivan Underpass is not yet a safe pedestrian alternative so the bus is your alternative for this special weekend. The combination bus transportation and matinee movie pass wristbands can be purchased from our Niles Canyon Railway ticket agents and the Essanay Film Museum for \$10 per person.

The Essanay Silent Film Museum: Circa 1912 the silent film movie making industry was very active in Niles before eventually moving to Hollywood. Rediscover America's movie pioneers,

and see their remarkable work in an authentic setting - a theater where Charlie Chaplin and Bronco Billy Anderson saw themselves and their contemporaries on the screen. This museum keeps the spirit of silent films alive. The curator has prepared a full weekend schedule of railroad themed movies beginning with a presentation Friday evening August 9th at 7:30 pm from Henry Baum, president of the Pacific Locomotive Association followed by some classic short silent films.

Niles Depot Museum: Discover Fremont's railroad heritage in the former Southern Pacific Railroad colonnade-style passenger depot built in 1901 and freight depot. The museum is operated by the Niles Depot Historical Foundation and is also constructing two model railways of Niles and surrounding areas, which are operated by the Tri-City Society of Model Engineers. Special weekend event hours Saturday and Sunday 10 am-4 pm

Pacific Bus Museum: Dedicated to the preservation, restoration of buses will be on display as part of the history of transportation.

Passport to Adventure Program: Did you know the City of Fremont is the most historic region in all of Alameda County? Museum representatives from the Passport to Adventure Program will be available at the Niles Depot Museum to answer questions and share lots of information.

NCRy Marketing Team



NILES CANYON RAILWAY

Fourth of July celebration at the Sunol Gardens

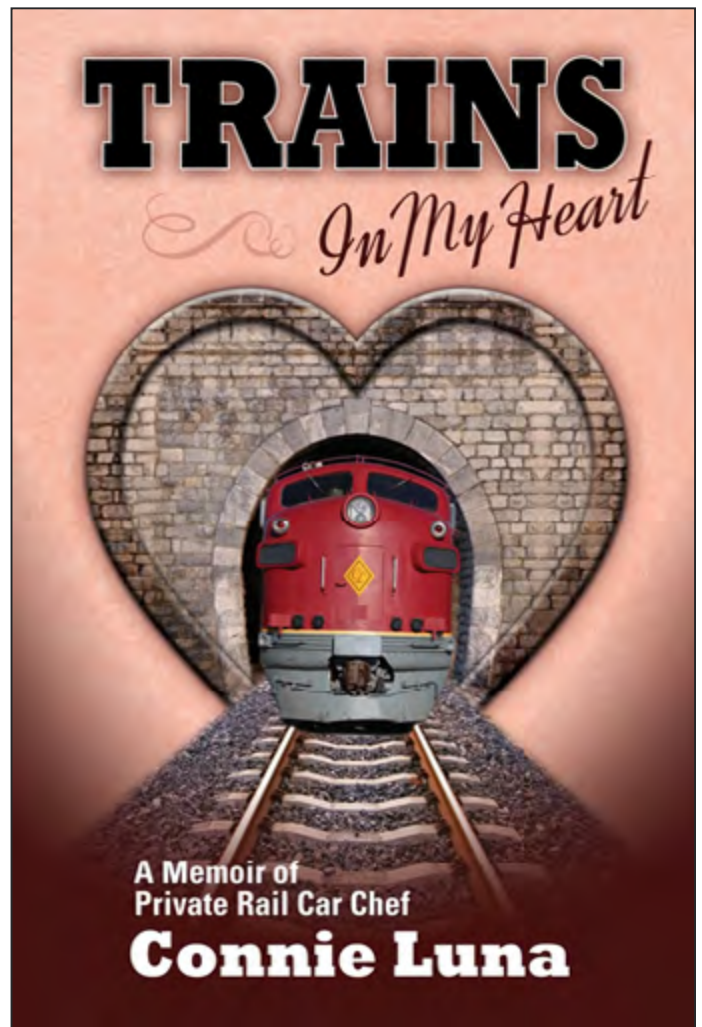
Perfect weather for this year's Fourth of July celebration at the Sunol Gardens. Our guests made a leisurely round trip to Niles with two photo run-by opportunities in the canyon on the way back. Upon returning to Sunol the picnic was ready thanks to the many volunteers who made it possible. President Baum announced the winner for the Whistle Award which went to Gerry Feeney and the Volunteer of the Year Award which went to Steve Jones.



New Email address to report your Volunteer Hours:
ncryvolunteerhours@gmail.com



Photos by Dan Sarka



COFFEE WITH CONNIE

Sunday September 15th 10:00 am-3:00 pm Connie Luna will be in town and visiting the Sunol Depot for a book signing. Please stop by to say hello and have her personalize a copy of her recent memoir.

NILES CANYON RAILWAY

Volunteer Report

by Brian Hitchcock

The following is a list of the people who helped run your railroad in June. Please print your name clearly on the sign in sheet so it can be read. If you find that your name is misspelled, please inform me of the correct spelling. You can also send hours by e-mail to ncryvolunteerhours@gmail.com. Note that if I can't read your writing, you may not get credit for the hours you worked.

ADMINISTRATIVE

Steve Barkkarie
Henry Baum
Dexter Day
Jim Evans
Kent Hedberg
Pat Stratton
Paul Veltman

ARCHIVES & LIBRARY

Brian Hitchcock
Jackie Vlasak

CAR DEPARTMENT

Bob Bailey
Jeff Brazelton
Steve Coon
Tom Crawford
Norm Fraga
Rob Giles
Pete Goodier
Jack Harrington
Dennis Mann
Jim McDaniel
Bob Moore
Denis Murchison
Mike Pechner
Tony Peters
Joe Scardino
Bill Stimmerman
Phil Stone
Don Stuff
Steve Van Meter
Marshall Williams

COMMISSARY

Jane Cauly
Jan Crowley
Doug Debs
Armano Giovacchini
Bonnie Harrington
Kim Lyon-McKeil
Roger McCluney

COMMISSARY

Charles Smith
Leslie Smith
Sue Thomas

DEPOT CREW & OPERATIONS

Donna Alexander
Bob Bailey
Dexter Day
Glenn Fountain
Jim Gilmore
Kent Hedberg
Steve Jones
Dave Lion
Dan Mills
Sally Mills
Linda Stanley
Wayne Stoddard
Jackie Vlasak

DOCENTS

Mike Bozzini
Ray Crist
Dexter Day
Jim Evans
Fred Krock
Roger McCluney
Charles Smith
Leslie Smith
Jim Stewart

ELECTRICAL & SIGNALS

Curt Hoppins
Bill Kenney
Dave Lion
Joe Romani
Logan Rubisky
Jim Stewart
George Turner
Paul Veltman
John Zielinski

FACILITIES

Rich Alexander

FACILITIES

Curt Hoppins
Steve Jones
Joe Romani
Steve Slabach
Linda Stanley
Jim Stewart
Doug Vanderlee

GIFT SHOP

Gail Hedberg
Patrice McDonald
Charlene Murrell

MECHANICAL DEPT

Rich Anderson
Jeff Brazelton
Henry Chandler
Steve Coon
Dexter Day
Doug Debs
Gerald DeWitt
Gerry Feeney
Charles Franz
Jack Harrington
Jeff Haslam
Steve Jones
Chuck Kent
Justin Legg
Dee Murphy
Bill Ross
Derek Schipper
Jeff Schwab
Alan Siegwarth
Linda Stanley
Bill Stimmerman
John Zielinski

MEETINGS

Donna Alexander
Rich Alexander
Steve Barkkarie
Henry Baum

MEETINGS

George Childs
Dexter Day
Jim Evans
Frank Fontes
Gail Hedberg
Kent Hedberg
Steve Jones
Dennis Mann
Peter Midnight
Steve Slabach
Linda Stanley
Jim Stewart
Pat Stratton
Mike Strider
Ron Vane
Paul Veltman

MEMBERSHIP MEETING

Donna Alexander
Rich Alexander
Steve Barkkerie
Henry Baum
Ed Best
Bob Bradley
George Childs
Steve Coon
Dexter Day
Jim Evans
Frank Fontes
Gail Hedberg
Kent Hedberg
Steve Jones
Karen Kadaja
Dennis Mann
Patrice McDonald
Peter Midnight
Joe Peterson
Nancy Peterson
Bob Pratt
Dan Sarka
Linda Stanley
Jim Stewart

MEMBERSHIP MEETING

Pat Stratton
Paul Veltman

MOW & TRACK

Bob Bailey
Steve Barkkarie
Tom Crawford
Dexter Day
Rhonda Dijeau
Dave Fontes
Frank Fontes
Pat Hafey
Steve Jones
Gregg McNaughton
Dan Mills
John Pelmulder
Joe Peterson
Bob Pratt
Ken Southwick
Pat Stratton
Mike Strider
Ron Thomas
Wesley Van Osdol
Doug Vanderlee
John Zielinski

OTHER

Warren Benner
Zonker Harris
Barry Lependorf
Joe Peterson
Jim Stewart
Pat Warren

SPECIAL EVENTS

Donna Alexander
Bob Bailey
Norm Fraga
Annie Giannini
Rob Giles
Armano Giovacchini
Zonker Harris

SPECIAL EVENTS

Chris Hauf
Jim McDaniel
Ed Noble

SWITCHING CREW

Rich Anderson
Gerry Feeney
Kent Hedberg
Mark Miller

TRAIN CREW

Ed Best
Mike Carter
Henry Chandler
Chris Chisom
Scott Crislip
Gerald DeWitt
Tim Flippo
Charles Franz
Warren Haack
Kent Hedberg
Chuck Kent
Justin Legg
Jorg Linke
Dave Loyola
Derek Lyon-McKeil
Mark Miller
Kurt Olsen
Bob Pratt
Alan Siegwarth
Jim Stewart
Pat Stratton
John Sutkus
Ron Thomas
Ted Unruh
Wesley Van Osdol
Jackie Vlasak
Jon Williamson
John Zielinski

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Time Sensitive Material



Photo by Chris Hauf

The #9010 time machine at work. The train at the photo run-by at the location affectionately known as "Stairway to the Stars".