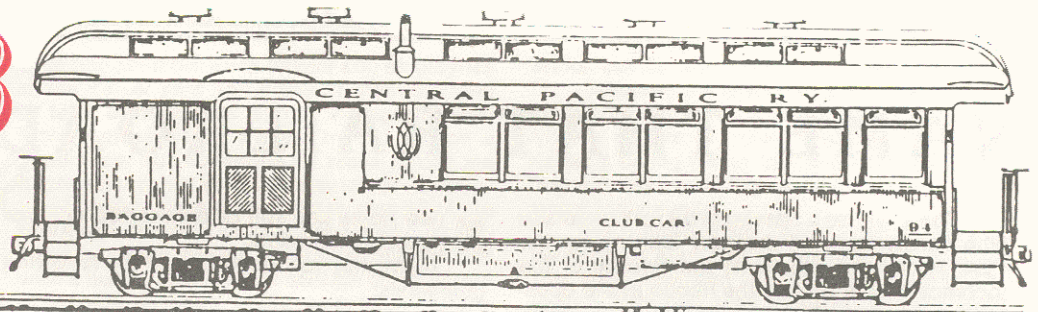


# THE CLUB CAR



Bulletin No. 272

Pacific Locomotive Association

FEBRUARY 1986



Photo by Joe A. Ward

Espee x6387 East, the East Pleasanton Turn with 2 F's (one a borrowed R + RGW B-unit) and a Geep at Brightside in March 1988.

## FRANCIS GUIDO 1920 - 1986

Francis A. Guido, a longtime Associate Member of the PLA, died suddenly on February 1 of a heart attack at his home in Burlingame. For almost half a century he was prominent among railfans in the Bay Area.

As high school students in 1937, Francis and a friend founded Western Railroader and the Northern California Railroad Club (NorCal). Francis remained as editor and publisher of Western Railroader, which has been described as "the granddaddy of western railfan publications", until his death.

He was also very active in NorCal. He was

the treasurer for 25 years and edited the NorCal newsletter for 35 years.

Francis was on the board of the Pacific Coast Chapter of the Railway and Locomotive Historical Society and was a member of many other railfan and model railroad clubs in California, including PLA.

Francis leaves a wife, a daughter, and a son. His family has asked that any memorial donations be given to the California State Railroad Museum, 111 "I" St., Sacramento, 95814.

## GENERAL

### MANAGERS REPORT

by Peter Schulze

After years of work to build up Castro Point Railway from old terminal to Red Rock Marina, Phil Orth and a cast of thousands (well, 15 or 20 who worked like thousands) very quickly salvaged approximately 450 ties and up to ½ mile of rail (¼ track mile) and related track material. It was, however, a main line, big time job with all of our workers recognizing that we were ripping up and salvaging our own progress. This kind of pride can be felt by all of you who come out to give a hand in any of PLA's many projects. Remember, even if you were not part of this particular work party, you, as a PLA member, are part of a dynamic and professional railroad activity.

As of this writing, we have been notified by the US Navy that we must be out of the pad area on March 1. With no real home we have a good deal of work ahead of us to try to protect the equipment while we are waiting to take it to a new home. Please, bring a friend to work at the Point at least one or two days this month. If we cannot protect our equipment, we will have no equipment to take to Niles Canyon when we get there. I want to take this time to remind all of PLA that it is vital that we all keep level heads and work together. We have something special that we are trying to preserve and we can do it only with cooperation among all our members and officers as well as involvement in the work.

This is not the end. Keep that in mind. We are far from the end. We are merely progressing in a new direction. Yes, it is the end of the Castro Point Railway as a physical entity, but Castro Point will always live on in the hearts and minds of all of you who helped make it happen. You were the ones who made it happen at Molate Beach. You were and are the Castro Point Railway and you will make it happen in Niles Canyon.

Major projects ahead will include: STEAMEXPO preparations; Loading of equipment to be trucked to storage; Removal of track through the interchange to the beach; Organizing our track material at Fremont; Equipment maintenance at Fremont.

Every day is a work day now. We have much to do in this next year. Call Dexter Day at (415) 345-1790 if you can and will help. We need your help more than ever. The PLA, to quote Ron Peterson, is "On the Move!"

# NAME THAT RAILROAD THE COMPANY STORE

by Carol Sullivan

There will be a special prize for the person who comes up with the new identity for the PLA: He or she will be at the throttle of the locomotive that breaks the ribbon at the opening ceremony of our new railroad. (Non-engineers will have a qualified engineer in the cab with him or her.)

Remember, all ideas for any identity changes for the club must be given to Patty Schulze of the Public Relations Committee by the February meeting. The committee wants input on how we can establish an identity for

our new home and still be associated with our past accomplishments.

Ideas may run along one of the following guidelines:

- 1) Use only the PLA logo and identity.
- 2) Use the CPRy logo with a new name for Niles Canyon.
- 3) Use a new name with a new logo.

The PR committee will review the ideas and all members attending the March meeting will get to vote.

Thank you to the packers and movers in the Combine, All Day Lunch, and Company Store cars in December and January: VERA LOAR (Dexter's mom—she came highly recommended and is a pro!) AL and MARIAN HARVEY, RHONDA DIJEAR, and JOANNA MICHAELS. BURNEDA ANDERSON will be helping with final sorting and packing of the giftshop inventory. Thanks also to PATTY SCHULZE (who found them) and RON PETERSON (who delivered them) for the shelves which will store the items close at hand in my garage (Oops, thanks also to JIM SULLIVAN, who installed them).

And a belated thank you with an apology to RICHARD NICHOLS, our first merchandise salesman, whose name I somehow left off of the list of November and December sales staff.

Selected "paper memorabilia" from our regular stock will be available at bargain prices at the next meeting. Items include assorted employee timetables, SP magazines, WP stock certificates, 1950's inspection sheets for Pickering #10 and #12, CZ meal vouchers, public timetables (oldest: 1930's SP), a 1909 invoice issued by The Oregon Railroad and Navigation Co. to the Great Northern, WP calendars, and old issues of *Pacific Rail News* (at a price lower than that offered by the publisher!!). We will also have the Official PLA pencils (10 cents or 3 for 25 cents), *Pacific Rail News* (now \$2.50), tie tacks, and recent books. Come and buy — this is one of our few ways to earn much needed revenue!

## PLA SHOWN SUPPORT AT FREMONT MEETING

by Patty Schulze

On Tuesday, January 14, the Fremont City Council and the Fremont Redevelopment Committee met to decide the future of Vallejo Mill Historic Park. The decision they reached was to restore the old mill that once supplied flour to the gold camps of the Mother Lode as well as to most of the Bay Area.

Vallejo Mill Historic Park is located at the western terminus of the Southern Pacific right-of-way that is now owned by Alameda County. It is also the western terminus of PLA's potential railroad through historic Niles Canyon.

The most significant information to come out of this meeting was not even on the agenda. Almost to a person, each individual that spoke to the council and Mayor Gus Morrison,

was totally in support of "that railroad club that wants to run old trains." Representatives from Washington Township Historic Society and the Niles Merchants Association voiced their interest in working with PLA in the park.

PLA President Mike McQuaid, General Manager Peter Schulze, and I attended the meeting and were pleasantly surprised by the positive attitude displayed toward PLA. Mike made a short presentation to let people know that the PLA is interested in the community. He answered a few questions and suggested that PLA is willing to work with the City of Fremont, the Niles Merchants Association, Washington Township Historic Society, and other interested organizations to make the Niles District another positive aspect of living in the Bay Area.

## FROM THE EDITOR

For those of you who don't know me (which is most of you), I'd like to take a few column inches to introduce myself. I'm sorry I didn't make it to the January meeting but as I was pulling out of the driveway, I noticed a spot of fluid on the ground and ended up needing a new housing for my car's transaxle.

My name is Alan Teruya and I've been a PLA member for a little over six months now. I have some experience in editing from working on a college newspaper for a number of years.

One of my reasons for taking the job is that I wanted to be an editor-in-chief again.

Like every editor in charge of a publication which depends on volunteer writers, I'm going to ask you to feel free to come to me with ideas for articles, features, or pictures. I feel very happy (and relieved) that some people have already come up with some very good ideas which will probably make their way into future issues of *The Club Car*.

### MEMBERSHIP APPLICATIONS

Applications for Associate Membership may be requested from the Membership Secretary. All applications must be endorsed by two members and be returned with dues for the first year.

To be eligible for Active Membership, one must have been an Associate Member for at least six months and have regularly attended meetings in that time. The number of Active Memberships is limited to insure a quorum at club meetings.

**Pacific Locomotive Association, Inc.**  
P.O. Box 2465, San Leandro, California 94577

Active Member Dues .....	\$25.00
Associate Member Dues .....	\$17.50
Contributing Sponsor Donation .....	\$10.00

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### The Club Car

*The Club Car* is the monthly newsletter of the Pacific Locomotive Association and is distributed to all members. All submissions will be considered for publication and will only be edited for space and clarity.

Editor .....

Alan Teruya  
846 Seminole Drive  
Livermore, CA 94550  
(415) 455-1269

# JANUARY MEETING

by Madeline Iverson

PLA is really on the move if the items discussed at the January meeting are any indication. Significant things are taking place in all aspects of the club's operations. First, twenty-four honorary members and three new associate members, John Borghi, William Trudeau, and Rudolph Borghi were voted into membership.

The treasurer's report was met with some amount of pleasure as he and Dave Burla indicated that pledges had exceeded the \$13,000 mark and not all January pledges were in or recorded. (Dave Burla later indicated over 227 people had contributed to the pledge drive so far.) Treasurer Rousar also said that the club had received an anonymous donation that had been converted into over \$20,000 in cash. The club's deepest thanks were given to the modest donor.

President McQuaid summarized our relocation status, indicating that we would soon be receiving an official notice from the Navy to vacate their property. He also discussed the impact of the letters read by the secretary in greater detail. McQuaid said that the PLA would have to do an environmental study to submit to Alameda County. He also said that he had contacted the contractors removing the rail for Southern Pacific through Niles Canyon and that they said they would be able to work with us on the removal.

## ANOTHER DONATION

by Madeline Iverson

The PLA has just received another very generous monetary donation. (See January meeting article for first donation information.) Sorting through the correspondence a couple of weeks ago, the PLA secretary expected just another bill as she opened the envelope from East Bay Excavating Co. Inc. in Hayward. To her surprise, she found a check for \$4,000. On the bottom of the stub was simply typed "Donation."

East Bay Excavation Company was one of the companies contacted by Peter Schulze in the fall. He asked it to join in helping with the club's relocation efforts. Thanks to both East Bay Excavation Company and Peter for coming through for us. It is a much needed donation that will be well spent.

George Childs, Jr., public relations chairman, discussed various public relations projects and who would be heading them up: Jim Noble, PLA signs on storage sites; Dudley Westler, library; Alan Ramsey, Niles history; Patty Schulze, redevelopment agency and Vallejo Mills interfacing; Madeline Iverson, 1987 calendar; John and Carol Ray, Buy-a-Tie; and Wayne Empey (and possibly someone else), display case. George also discussed long range projects and who would be heading them up and that Patty Schulze would be taking committee minutes.

Craig Wilson, planning committee chairman, said that he was currently revising the plan of development to submit to Alameda County and environmental study firms. General Manager Peter Schulze summarized museum projects over the next few weeks. He indicated that priority would go to securing the passenger cars, building a ramp, cleaning, and removing track.

Vice-President C.G. Heimerdinger reported with pleasure that he had appointed a

new *Club Car* editor. Alan Teruya, an engineering graduate of Harvey Mudd College in Claremont and former editor of its newspaper, *The Muddraker*, will officially take over with the February issue.

Peter Schulze reported that the PLA had been invited to take two steam locomotives to STEAMEXPO '86, a segment from May 23 to June 22 of the World Exposition in Vancouver, British Columbia. He indicated that many of the major expenses would be picked up by the exposition. McQuaid officially appointed Ray McAllister, Dexter Day, George Adams, Jr., and Louis Bradas as the committee to do a feasibility study.

Under old business, Peter stressed the need to sign out all equipment being removed from the Point for storage. Craig Wilson indicated that over the next few weekends (to be determined) he would need help at the Duffy-Mott cannery site in Santa Clara for the removal of fixtures and such that could be used in our museum site.

The meeting adjourned at 10:00 PM with C.G. Heimerdinger showing slides.

## MECHANICAL DEPARTMENT

by Ray McAllister

The Mechanical Department is involved in a number of efforts as the result of the organization's diversified activities. As we get ready to leave Point Molate, the operable steam engines have to be prepared for storage, restoration continues on No. 30, maintenance and a state inspection must be done on No. 1269, and the planning and scheduling must be done for taking Nos. 2 and 12 to STEAMEXPO in Vancouver.

Preparing each steam engine for storage will involve the following efforts:

- 1) Drain the lubricator, air pump, and all piping where water can accumulate and cause rust, including disconnecting the tank hose between the engine and tender.
- 2) Drain the boiler, remove all washout plugs, and wash down the boiler.
- 3) Wire brush and paint all bare metal surfaces.
- 4) Place a waterproof cover over the turbo-generator.

Work progresses on the riveting of the patch in the front of the tube sheet in the No. 30. After months of trying to get the riveting done commercially, we decided to do it with our staff. Thanks to the efforts of BONES, the three MIKES (DUFFY, BOZZINNI, and SULLIVAN), CHRIS HOLOMBO and EDDY CHASE, the superheater bank has been pulled to make room in the smokebox for the riveting, a strongback has been fabricated to buck the

rivets on the underside, the front driver springs have been tied-off, and the transverse equalizer and hanger on the truck equalizer have been removed to make room under the engine for people and equipment. Ocean Shore Boiler has loaned us the riveting guns and air-jam required for driving the rivets. It's only a matter now of getting everything assembled and doing it.

ALAN SHELLEY is heading up the efforts on the repairs and boiler inspection on the 1269. Alan has repaired the brakes and will schedule a shop period, probably sometime during February, to install the new blowdown valve, stop the leak in the throttle valve, and prepare the locomotive for its annual boiler inspection. We will of course share in the work, and will be present at the State inspection.

Contact has been established with the transportation consultants for the Vancouver Exposition. Free transport of No. 2 and No. 12 from Molate to Vancouver seems probable at this time. If this develops, and we take the two locomotives, there are some items we need to accomplish in the February-April time frame. There is minor rehab work on the firing valve linkage and touch-up painting on No. 12 and some jacket work and a complete painting of No. 2. BRIAN WISE is preparing scale drawings of the locomotives mounted on the flat-cars, so we can determine exactly what tie-down hardware is required.



## WP 713 comes back to life...slowly

by Randy Leber

The story of the 713's restoration has been one of slow but steady progress since its donation back in 1984. Of considerable significance has been the successful fire-up and operation of the engine under its own power on the 300 feet of track that it resides on at Kaiser Sand & Gravel in Pleasanton. The following report will describe some of the events that led to this led to this operation and some of the people involved.

The first project was to find, charge, and install a suitable set of batteries and repair the badly decayed battery boxes that they sit in. Thanks to Levin Metals in Richmond, we were able to acquire a large number of batteries and other goodies from some ex-SP U33C's which they had bought for scrap. Out of the 20 batteries donated by Levin, two went to replace a pair of weak ones on the 918, another two were of the proper size to fit in Lou Bradas' dome car, six were given to our friends at the Feather River Rail Society, eight were charged and installed in the 713, and two were kept for spares. The battery boxes in the 713 were so bad that all of the steel grating the batteries sit on had to be replaced and both doors needed to be removed and have new sections fabricated. Thanks go to my Dad (member Robert Leber) for doing the fabrication and



Photo by Jim Evans

W. P. 713 keeps company with sister #708 at Fremont yard in April 1983.

See "713" on page 5

## RAILTOWN DOCENTS

January 25 saw the start of new classees for Railtown 1897 State Historic Park docent training. PLA members Patty Schulze, Ben Williams, and Alan Ramsey are Railtown docents. Unfortunately there are no PLA members among this year's prospective docents. Perhaps in next year's classes there will be.

Patty has been asked to teach one of the classes to be the new cadre of docents. Member involvement such as this helps represent the PLA in a positive and progressive manner.

## EXTRA SECTION

Occasionally, articles on railroading appear in publications not written for railfans. If you find one you think others might enjoy, pass along information on where it can be found and what it was about to *The Club Car*.

"Cabooses may be rolling toward the end of the line", by Donald Jackson, *Smithsonian*, Feb. 1986, pg. 100. Includes photos from various eras and interviews with brakemen and conductors.

## PLEDGE CONTRIBUTIONS FOR FEBRUARY

Dick Anderson	Mr. & Mrs. Robt. C. Harreschou	Patrick J. O'Brien
Raleigh Andrews	Al & Marian Harvey	Henry & Judith Orbach
Haruo Aoki	George E. Henderson	Phillip I. Orth
Mr. & Mrs. Charles Barnes	Richard B. Higgins	M.F. Parker
Anna Berger	H. Scott Hillaman	Frank B. Peables
Mr. & Mrs. Sidney Bobe	Ronald D. Hise	Charles & Barbara Price
John E. Bonwell III	Madellne Iverson	Henry J. Principe
Mike Bozzini	Charles A. Jellison	Daniel F. Quinlan
David A. Bradas	Moreland & Elizabeth Johnson	Alan & Sally Ramsay
L.R. Bradas	Don & Dorothy Lewis	Elizabeth R. Reimers
Lt. Donald J. Brundage, Jr.	Daniel B. Lovett	William H. Reynolds
Dr. Stephen J. Buchner	Timothy J. Low	Stephen D. Richter
Hope & Dave Burla	William Allen Lowry, Jr.	David L. Rousar
Katherine Burla	Michael D. Luther	Ed Ryan
Howard T. Canfield	Matt Maksel	Mr. & Mrs. Roy H. Saur
Michael A. Carlisle	Frank J. Mayer	Kenneth A. Sherman
Mr. & Mrs. George C. Childs	Ray & Bette McAllister	Lawrence L. Siders
John Claudino	John R. McDonnell	Jon R. Sitrine
A. N. Darcy	K. I. McDougall	Steve Slabach
Rolf Dyce	Michael J. McQuaid	Michael Snyder
J.A. Easton	Robert J. Merry	Alvon J. Thoman
Donald A. Eaton	Alice M. Meyer	Michael R. Travis
R. Wayne Empey	Edward H. Meyer	John & Mildred Tufveson
Alfred J. Fischer, M.D.	C. L. Miller	Donald Tustin
Timothy L. Filippo	Harold L. Miller	Ronald Vane
John & Ninya Follansbee	Rosalind & Fred Millhauser	Maria & Michael Von der Porten
Frank & Linda Fontes	William H. Morris	Robert B. Weissinger
Thomas & Karen Fuller	W. Andrew Morrison	W. E. Wells
William B. Garner	William H. Morrison	Dudley Westler
Peter Goodler	Denis & Patty Murchison	Thomas Weston
Mr. & Mrs. John W. Granicher	Percy E. Nelson	William C. Williams
James H. Green	Mike Nesmith	Craig C. Wilson
Peter Groom	Alfred Nielsen	Howard P. Wise
Michael & Hilda Hamer	Frank Noble	

"713," continued from page 4

welding. Also thanks to member Doug Gross and his son Michael, who spent a whole day chiseling away at decomposed battery box grates and even brought a table saw to cut new wood lining for the boxes.

The second project involved fixing all of the engine oil leaks and purchasing the 200 gallons of lube oil which had leaked out while the unit sat in storage in Salt Lake City. The major oil leak was coming from a dripping crankcase drain valve which has since been replaced. We wish to thank Mr. Dick Dawson at Holdener Petroleum in Hayward for supplying the special zinc-free 40 weight oil to us at cost, saving us a considerable amount of money.

The third and most difficult project was to repair the faulty traction motor cable on the number two motor which had been severed by an improperly cooling duct. At first it appeared that this could only be accomplished by the removal of the motor, requiring a considerable effort on our part. Happily, this turned out not to be the case as a trip to the traction motor shop at Espee's Sacramento Locomotive Works revealed that there was a possibility the cable could be replaced in the unit although it would involve working in a very uncomfortable position under the engine. The Espee also volunteered to supply a replacement cable and necessary materials to do the installation (solder, flux, advice, etc.)

The first idea suggested was to use a torch to try and melt the joint where the cable is silver soldered to the interpole winding of the motor. This method turned out to be ineffective due to the high heat dissipation caused by the massive amount of copper in the windings.

The other idea involved making a resistance welding rig similar to the one the Espee uses in its traction motor shop for the purpose of installing new cables in rebuilt motors. This unit consists of a very large transformer which delivers extremely high current (4200 Amps) at a low voltage (10 Volts) to a pair of carbon-tipped "vise grips" that clamp on the joint to be made and concentrate all of the current on one small area (the joint) thus creating very high temperature (silver solder melts at 1200°F).

Since we had neither a large transformer nor a power line capable of handling the load the obvious solution was to use the locomotive's own batteries connected in parallel to provide the juice. A carbon-tipped clamp of my own design was used as the business end of the rig along with a large power contactor to complete the circuit. Removal of the old cable turned out to present some problems because it could not be melted and withdrawn at the same time. Therefore it was cut off using an abrasive wheel and a hacksaw with a long handle on it.

Once this was removed we were ready to try soldering in the new cable. With help from my dad, we assembled the rig and gave it a try. To make a long story short, it took three tries before we got everything right, but the rig finally did exactly what it was supposed to do and made a neat, perfect silver solder joint.

With everything back together and looking in good shape, I decided it was time to attempt a start. On Tuesday, October 27, at approximately 9:30 AM, the 713 fired up for the first time under PLA ownership. The dense cloud of smoke smoke drew a considerable amount of

attention from the truck drivers and employees at the Kaiser yard and many of them stopped to take a close look at the vintage General Motors diesel idling away. The 713 put on a good show but numerous oil leaks forced me to shut her down after 30 minutes of running.

It took a couple of weeks to plug all of the leaks with the help of Alan Teruya who replaced some of the leaking hand hole gaskets, and with a bunch of electrical contact cleaning out of the way, we were finally ready to try moving the unit under its own power. This test would make or break the locomotive; it would tell us if the generator would generate, if the traction motors would motor, if the contactors would contact, and so on.

On the afternoon of November 8, the engine was again fired up and checked for leaks. After about a half hour warm-up the waiting was over. After being out of service for more than two years the isolation switch was thrown into "Run" and the generator field switched on. With an eye on the ammeter, the throttle was pulled out to run 1 and...and...nothing. No current on the ammeter, no movement, no warning lights, no sparks or smoke. Nothing.

I went back over all of the switches and fuses to make sure I hadn't forgotten to turn something on, but everything looked OK. I decided that before I started to panic, I'd better try again. This time when the throttle was advanced, current was instantly displayed on the meter — 150 Amps! Okay, the the generator

works, but do the motors?

I released the brakes and notched out the throttle to run 2 and sure enough, she moved! After a couple of "trips" back and forth on Kaiser's siding I shut her down to prepare for the next day's test: Checking out each traction motor individually.

The following day, again with the help of my dad and Alan Teruya, the unit was fired up. This time Alan had the honor of starting the engine. The test that followed allowed each motor to be isolated and individually prove its integrity. All motors checked out and the rest of the afternoon was used to "exercise" the unit. Due to space limitations of only 300 feet of track, the maximum speed reached was only about 45 mph (Just kidding Dexter).

The results of these operations are most encouraging and they could not have been done without the help of Howard Wise and our friends at Sacramento (Dick Hubert & U.P. Joe Passentino of the State Railroad Museum) who supplied a lot of technical advice and many of the parts I needed.

It should be noted that although the 713 can move under its own power it is still far from operational. There still remains, among other things, two burned out cooling fans that need replacement and a ground relay problem that is preventing the locomotive from loading to full capacity. And even after these problems are solved, there remains a cosmetic restoration.

Details, details...

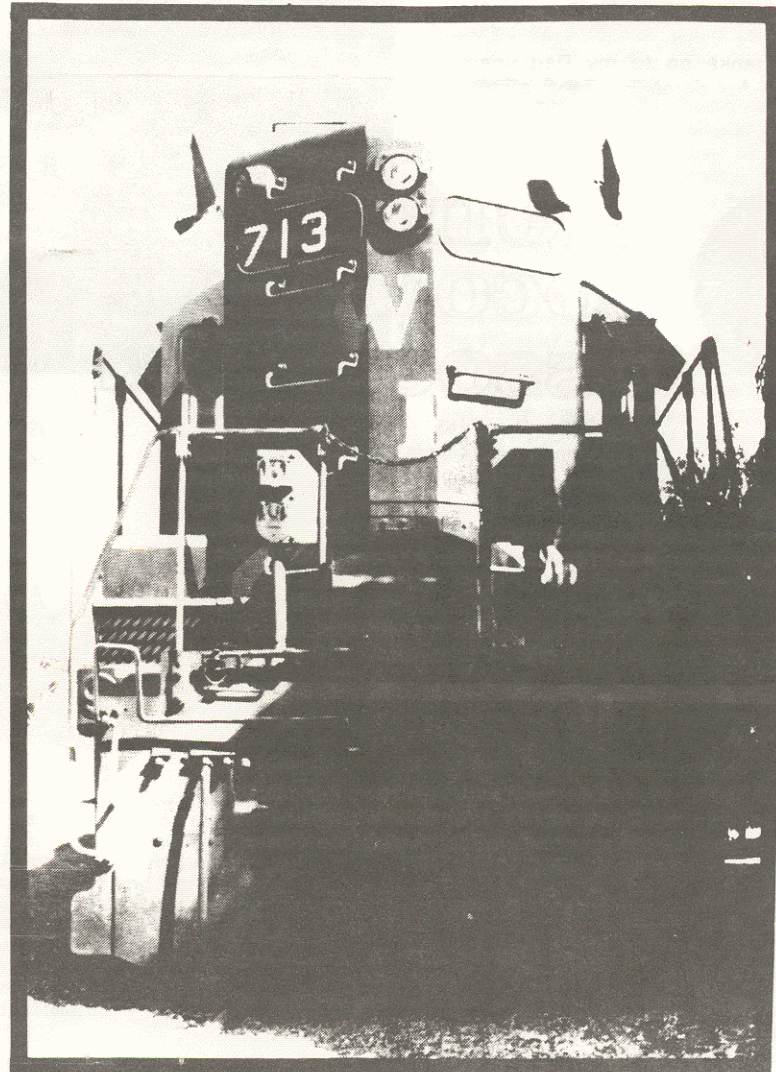


Photo by Jim Evans

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## FEBRUARY MEETING

To be considered for Associate Membership: Richard Heaps.

Come to the February meeting to hear the latest news concerning the move out of Castro Point, the progress being made towards Niles Canyon, the work left to do (we will need a lot of volunteers), and the plan to get #2 and #12 from Castro Point to Niles Canyon via the World Exposition in Vancouver, British Columbia!

Mike Bozzini will provide entertainment "of some type."

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## PLA Calendar

Feb. 21 ..... Regular Meeting  
Feb. 22-23 ..... Castro Point Work Party  
Mar. 1 ..... FINAL clearing of pad, CP  
Mar. 21 ..... Regular Meeting

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## Regular Meeting Place

Regular meetings are held the third Friday of every month at St. Christopher's Church at the corner of Via Toledo and Hacienda in San Lorenzo.