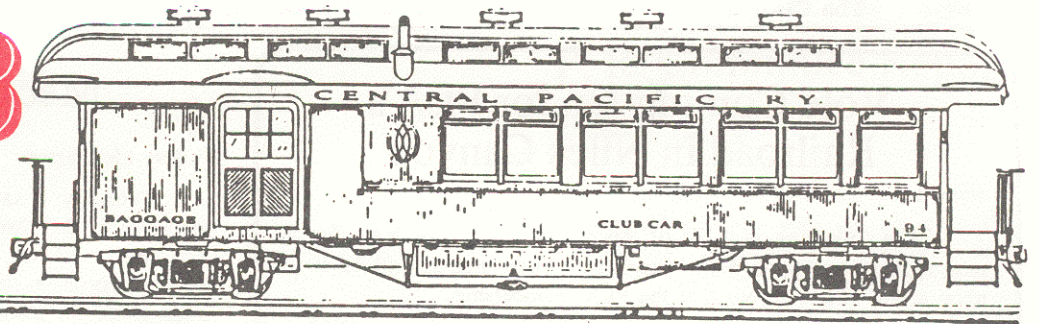


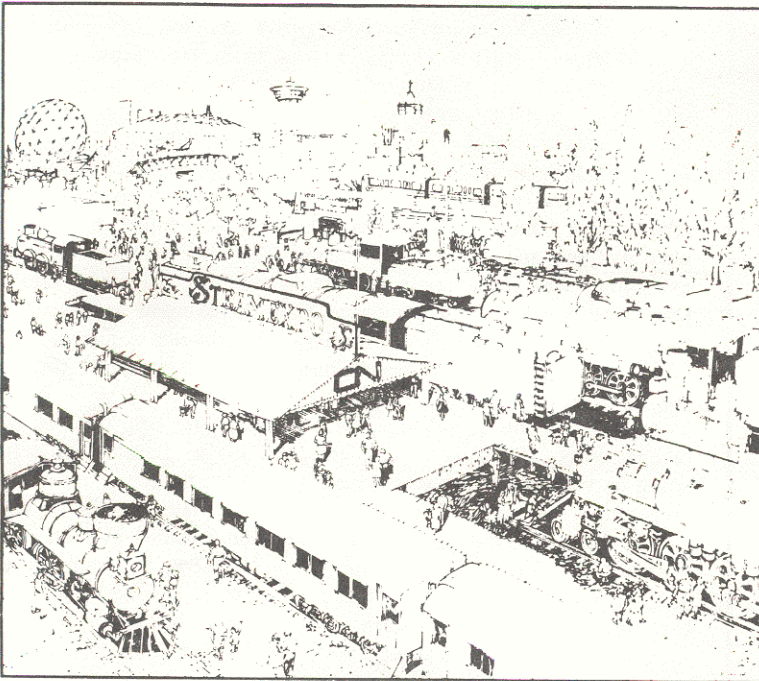
THE CLUB CAR



Bulletin No. 273

Pacific Locomotive Association

March, 1986



Patrick Reid
Ambassador and Commissioner General
is pleased to invite
Pacific Locomotive Assn.
to attend
STEAMEXPO
a special event
of the 1986 World Exposition
to be held in Vancouver, British Columbia
May 23 to June 1, 1986

Vote Coming Up for PLA's Railroad in Niles Canyon

The following is a list of the names to be considered for the new PLA operation in Niles Canyon. These names will be voted upon at the March meeting of the PLA membership.

| | |
|---------------------------------|----------------------------------|
| Fremont and Sunol Railway * | Sunol Niles Alameda Railroad* |
| Niles Canyon Railway* | Niles Canyon & Pleasanton Ry. |
| Niles Canyon Pass Railway* | Niles Canyon, Pleasanton Ry.* |
| Niles Canyon Park Railway* | Niles Canyon Scenic Railway* |
| Niles Canyon & Sunol Railway* | No Charge on Sundays Railway* |
| Canyon Park Railway | California Panorama Railway |
| California Panoramic Railway | Alameda Creek Canyonside Rr. |
| Alameda Creekside Railroad | Central Pacific Railway |
| California Pacific Railway | Niles Express* |
| Never Ending Railway | Canyon Pass Railway |
| Canyon Pacific Railway | Central Pacific & Western Rr. |
| Chabot Pacific Railroad | Coyote Pacific Railway |
| Castro Peak Railway | Coyote Pass Railway |
| Chabot Pass Railway | Pacific Locomotive Association |
| Pacific Niles & Points East Ry. | The Niles Eastern Express |
| Niles and Palomeres Eastern Ry. | Sunol and Niles Western Railroad |
| Niles Transcontinental | Northern Pacific Railroad |
| Fragmentary Railroad | Northern California Railroad |
| Niles Canyon & Pacific | Castro Point Railway* |

* These names were submitted with logos which will be displayed at the meeting. Also remember that names with the initials "CPRy" can be used with our present "Castro Point Railway" logo.

Points to ponder in making a selection of a name for PLA's new museum in Niles Canyon:

- 1: If the identity includes the name of any city, it should include the names of all cities to insure equal local support.
- 2: Length of name (will it fit on a signboard, stationery, etc.).
- 3: Does the name sound good to someone being spoken to, such as on the telephone (does the name flow).

Pacific Locomotive Association Board of Directors

| | |
|--------------------------------|---|
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| General Manager | Peter Schulze |
| | (415) 797-8613 |

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 Dr., Livermore, CA 94550
Printing By Pacific Western Graphics.

Mechanical Department

By Ray McAllister

February 8 saw the riveting of #30 completed without a hitch due to the planning, efforts, and qualifications (Hidden up to that time) of the people involved. After months of getting material, tools, a strongback for bucking the rivets, and working space under the locomotive ready, the actual riveting almost seemed too easy! With **Bones'** son heating the rivets and passing them to **Chris Holumbo** who placed them red hot into the holes from the underside, **Bones** then drove them inside the smokebox. They did that 22 times, with a perfect button head on each rivet.

All four Saturdays in February were spent by a dedicated group getting the #2 and #12 ready for a state boiler inspection required for the trip to Vancouver EXPO. **Matt Maksel, Mike Bozzini, Tim Flippo, Rolph Dyce, and Chris Holumbo** got dirty and/or soaked on a number of occasions from cleaning the smokeboxes and fireboxes, and from washing the boilers. We ran a hydro pressure test on #2 and found a leaking tube, and that, along with the big store the rest of that long weekend, caused a week delay in the previously scheduled inspections. Thanks to **Bones**, a new tube was in place by the next weekend. It was rolled, both boilers were hydroed and drained, the retagged safeties were installed, and everything was made ready for the inspections, all while **Dexter Day** was doing his big switch-out. Both locomotives passed the inspection on the morning of February 27 without a comment.

Although there have been a number of changes at the pad with the removal of the tool car and the relocation of some of the locomotives to the interchange, we still need your help on a number of endeavors. There is a complete paint job to done on #2 before going to Vancouver that will require lots of elbow grease for surface preparation. A ramp to load the engines on flatcars must be built, and tie-down material must be fabricated and installed as soon as we work out the details with the Burlington Northern, Southern Pacific, and the Vancouver EXPO. #4 and #5 must be prepared for lay-up that involves cleaning, washing down the boilers, protecting against vandalism, and touch-up painting. And of course, the success with the riveting on #30 has only whetted our appetite to get on with the retubing so the boiler can be hydroed and buttoned up and the new valve liner installed.

Bells in the Belfry

By Peter Schulze

In early February one of PLA's friends at Levin Metals Corporation asked if the PLA could find and provide a brass or bell-metal bronze bell that is at least 12 inches in diameter. This bell is needed to properly outfit one of their ships. In return, the people at Levin can give us some much needed help.

We still need such a bell with or without a yoke by April 1. It would be best if this bell were not historically significant. This is an important project. Contact me at (415) 797-8613 if you can obtain a bell for us. Levin continues to help our association and this is a good opportunity to show our appreciation.

While talking up our need for a bell, I was approached by Mr. Dick Bettinger who subsequently confirmed that his church is willing to donate the bell in their bell tower to the PLA. This bell is a complete SP steam locomotive bell with yoke. The church is asking for a donation of at least three hundred dollars. I would like to propose at the next membership meeting that we start a one-time bell fund to acquire this bell. It is my recommendation of course that we preserve this historically significant bell and obtain another bell for Levin.

Operating Department

Successful Switchout Readies Rolling Stock for Move

By Dexter Day

On Saturday, February 22, as the sun rose over the hills at Point Molate, the engine and train crews were already hard at work preparing the engines and cars for what would turn out to be their final move out of the Naval pad area at Point Molate to their temporary storage area at Oakland Army Terminal. This would be the final phase of several months of preparation and coordination. We had to find a place that is secure enough to store our equipment and then get the proper authorization from Santa Fe, Southern Pacific, and Oakland Terminal Railroad to provide a donated move from the Molasses plant at Point Orient to Oakland Army Terminal. Although most of the ground work for the move was already completed, the final authorization to move the equipment was not received until Thursday afternoon. With that in hand, the move was on.

Saturday morning was a busy one. It had #4 and #462 busy at work switching out both the upper and lower pad tracks and setting up the train in the order that it would be moved to Oakland Army Terminal. When the switch out was completed, #462 went into service as a transfer engine setting up equipment for #4 to show out to the Molasses plant. The highlight of the morning came when #4 shoved WP F-7 #918 across the rebuilt causeway. That one move answered a lot of questions that had been asked about the causeway. When the last piece of equipment was coupled onto the train, and the air test had been completed, the train was then ready for Santa Fe pick-up on Sunday morning. The first part of this operation was over, and the switchout and the set up had only taken six and a half hours.

In the afternoon #4 and #462 switched out the remaining equipment from the upper and lower pad tracks, except for a few pieces of equipment that were left on the upper pad track. The rest of the equipment was assigned to the interchange for storage. As the sun settled into the west, the last switch move was completed and #462 headed back to the upper pad track to secure for the day. On board was one tired crew that had just completed one long drawn out operation that was almost picture perfect.

Yes, this was a good operation. It was a smooth and well executed move on the part of the engine and train crew. But this operation could not have been set up or carried out in the manner that it was if it were not for some individuals that put in a lot of their extra time and effort to make sure that all the odds and ends were completed before and during the operation. I would like to

thank the following for making my job a little easier and for assuring that the track, engines, and equipment were readied for a safe and secure move: S. Slabach, L. Bradas, T. Flippo, W. Empey, R. Dyce, P. Orth, H. Wise, Buze, M. Maksel, R. McAllister, M. Snider, and most likely many other that I have not mentioned (like B. Andrews).

The engine and train crews performance for this operation speaks for itself. They were:

Engine #4

C. Blake - Engineer, AM Crew
T. Flippo - Fireman, AM Crew
C. Holombo - Engineer, PM Crew
R. Dyce - Fireman, PM Crew

Engine #462

M. McQuaid - Engineer, AM/PM Crew
W. Smith - Engineer, AM/PM Crew

Train Crew

J. Follansbee - Conductor
R. Leber - Conductor
M. Maksel - Conductor
M. Duffy - Brakeman
J. Schrufer - Brakeman

Crossing Guard

E. Ryan - Flagging for the road crossing for the entire operation.
Thank you Ed.



NWP Caboose #30 brings up the rear as the PLA equipment moves through San Pablo Yacht Harbor.

2/23/86: The Long Journey to Niles Begins

By Jim Evans

At 9 AM on Sunday, February 23rd, ATSF GP-38 #2885 arrived at the Molasses Plant at Point Orient to pick up our 15 car train which consisted of WP F-7 #918 (backwards), PFE Reefer #301037, ATSF Dome #505, Arizona Eastern Combine #453, SP All Day Lunch #1975, El Paso and Southwestern Platform Observation #139, SP Coach #1949, WP Coach #315, Yosemite Valley RPO #107, 4 box cars, 1 tank car and NWP Caboose #30.

By 9:40 the Santa Fe had moved our impressive train around Point San Pablo and through the Chevron Refinery to the Southern Pacific interchange where SP SW1500 #2634, displaying white flags especially for our move, was waiting, ready to run to Oakland.

Under the direction of Engineer Alan Glover, Conductor Jim Digman and switchmen Mike Nausin and Ed Timberman, the PLA equipment move - simply "a drag from Richmond" as it was referred to on the railroad radio - transferred to the SP High Iron at Stege for a quick eight mile run south to Oakland.

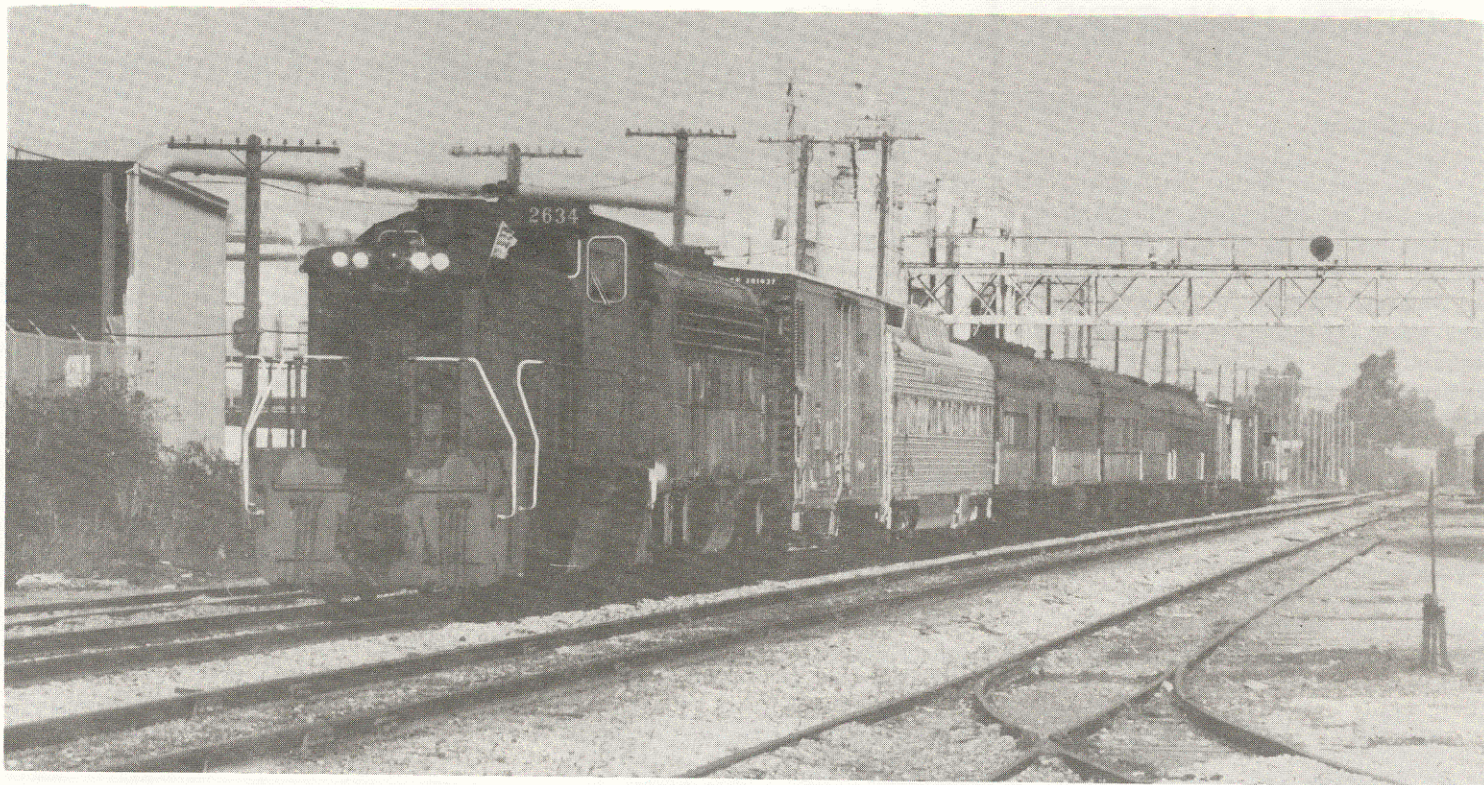


Santa Fe GP-38 #2885 approaches PLA's F-7 #918 while Louis Bradas watches.



SP SW-1500 #2634 brings "a drag" over the hump at Richmond.

Photos on this page and opposite by Jim Evans



#2634 waves some white flags as it heads westbound through Berkeley.

At approximately 10:30, three cars in our train, the All Day Lunch, Platform Observation #139, and former Amtrak Dome ATSF #505 again passed the SP Oakland Depot at 16th and Wood Streets, a station they regularly served in their revenue years.

After a quick mainline move past The Desert Yard and down the San Jose Main, Engineer Glover carefully backed our fifteen car consist onto the wye leading to the old Oakland Mole. Then after a run-around at Bays, #2634 shoved the train onto the Oakland Terminal Railroad for transfer to the Army.

Needless to say, the move of our rolling stock from Point Orient in Richmond to the Oakland Army Terminal was **quick, trouble-free, and efficient. There were no problems at all!**

The PLA owes a great deal of thanks to the Santa Fe, Southern Pacific, and Oakland Terminal Railroad operating departments and train crews for their great cooperation with this move.

Special thanks must be give to PLA members **Dexter Day, Louie Bradas, and Steve Slabach** whose coordinate efforts brought about this very successful endeavor.



GENERAL MANAGER'S REPORT

By Peter Schulze

My special thanks must go to the workers who braved the cold rain and wind to complete the loading of equipment and the clean-up of the pad on Saturday, February 15 and Monday, February 17. If you were not there please say thank you on behalf of your association to **Dexter Day, Bones Andrews, George Childs, Mike McQuaid, Mike Snyder, Phil Orth, Buzz Berger, Louis Bradas, and Jeff Schaeffer.**

Another milestone accomplishment involved the successful planning and implementation of the move of our equipment on the Southern Pacific from Point Molate to Oakland. The volunteer crews from the Santa Fe and the Southern Pacific as well as our equipment performed perfectly. PLA's thanks go to **Steve Slabach, Louis Bradas, and Jim Evans** for their determination and the giving of their valuable time to make this move go. I believe that the willingness of the SP and the SF to extend their help was imperative to our goal of protecting the equipment on its journey to Niles Canyon.

Of equal consequence and in line with our continuing operational success, **Ray McAllister** and the association's Mechanical Department again exhibited quality work in the flawless performances of the #462 and #4 for the switchout and delivery of the rolling stock to the Molasses plant for the interchange move. Train operations as usual were a complete success thanks to the foresight and planning on the part of **Dexter Day**. Special thanks go to the train crews for the long hours they put in Saturday and Sunday. **Tim Flippo**, I salute you. Anyone who is willing to get up at 2:00 AM to start firing up the locomotive at 4:00 AM deserves extra accolades from all of us. Or maybe we should ask why he didn't just stay up all night. Surely, however, this is the dedication of which steam railroading is made. In this respect I must compliment Dexter and each crew member for the organized, safe, and professional attitude you all exhibited that day.

These individuals and their untiring work are the real barometer of our association's growth in the last two years. People like **Rolf Dyce** who single-handedly fueled the #4 for the big move. You can be someone like that too. Come on! Get involved! You and your abilities, whatever they may be, are needed now more than ever.

But now, the rest of the story . . .

The decision has been made to purchase

Commentary

Fighting the Deadline at Castro Point

Just when we needed good weather, it turned real bad with nothing but rain. With the deadline to be out of the pad area, the job went on with raincoats, wet feet, and a lot of determination by a few.

Unfortunately when the whistle stops blowing we lose a lot of people. This puts a heavy load on a few dedicated people to rip track, load up equipment and move it, lay track, etc.

I feel rather disappointed that with as many members as we have in the Association and with the amount of work that had to be done in the month of February, more members didn't help us out.

With the dedication of Peter Schulze, Mike McQuaid and Dexter Day the job was completed, but I'm sure we'll see a lot of new faces when we start operating again.

Some are going to say people like Louie Bradas and myself live close to the

museum and its no problem for us to go out and work at the point. This is true, but the work list doesn't reflect how many days or hours a week some of us are out there.

There are a number of chores that must be done such as opening the gates at certain times during the week for garbage pick-up and toilet cleaning. And there are sometimes special tour events. In fact the Association doesn't even know that in February we conducted a bus tour of people from the Japanese National Railroad (luckily the driver spoke English).

There are still a lot of projects large and small that must be done before we are out of Castro Point for good. We'll need the help of more PLA members if we're going to get this done in time.

The Play Days Are Over,
"Bones"

one mile of ties going from the Kilkare Road crossing in downtown Sunol towards the west (about halfway to the KI-LITE plant). This is an exciting start on our entry to the canyon, but it also becomes imperative that we immediately protect the ties from becoming fence posts. As I see it, by the third weekend in March we have a hell of an opportunity to which we have to respond. Consider this outline of activities which must occur as soon as the SP rail is removed from out ties:

1: Sort and haul 133 tomes of rail from its storage site in San Jose. This is approximately eight semi-loads to be hauled (That is 45 pieces of rail per truck at 33 feet per rail for two lineal miles.)

2: Unload rail at Kilkare Road and move it into place one piece at a time. It will have to be hauled down the right of way to be positioned on top of our ties.

3: Joint up the rail and haul and distribute 6,500 tie plates and 13,000 spikes.

4: Spike rail to gauge and wish that we had rail anchors to add.

5: Clean up the area and finish all the back work.

Please review this list. PLA needs you! Now. On this project. And the next few weeks is the time. Please contact me at home at (415) 797-8613 to get on our crew. Be an active part of the restoration of the transcontinental railroad! [Ed. note: The Central Pacific line through Niles Canyon connected the transcontinental railroad to San Francisco Bay] We can do a quality job and the opportunity will not come this way again. Help us make a new history.

Help Send #2 and #12 To STEAMEXPO

By Lou Bradas

There will be a sanding party at the museum on Saturday, March 22 and Sunday, March 23 for the purpose of preparing #2 and #12 for painting for Steamexpo '86 in Vancouver, Canada. All those involved with the "Expo" project, whether in Richmond or Canada are strongly urged to attend. We hope that with a good turnout, short work can be made of an otherwise time-consuming job. Please bring what scraping utensils you have plus vibrator-type sanders and/or drill motors with swirl type stick-on sanding disks. In the event of inclement weather, the party will be held the following weekend.

If you have any question feel free to call me at (415) 223-2293 in the mornings or contact any other Expo Committee member.

Remember to make Steamexpo happen for PLA your help and support are needed **NOW.**

Please send all Associate and Active renewals and any address changes to Membership Secretary Jim Evans, P.O. Box 451, Burlingame, CA 94011-0451. Please do not send renewals to our San Leandro mailing address or delays may result.



PLA's #1269 with sisters in West Oakland in 1955. Photo from the collection of Buell L. Edison, a railfan from San Mateo.

P. R. Committee Report

By Patricia Schulze

The PR Committee met at the home of John and Carol Ray to go over the proposal for the Buy-A-Tie program. John and Carol made an outstanding presentation and the PR Committee gave it their complete approval. It was also presented to the Board of Directors at their meeting and was met with similar enthusiasm.

The committee also discussed the NAME-THAT-RAILROAD contest. There were many entries from a myriad of members. These will all be presented at the March meeting for the vote of all members who attend the meeting. If you want to be part of naming the new railroad, be at that meeting.

There will be some interesting projects coming out in the near future from the PR committee. The above two items were the main focus of the past meeting but the committee will be moving to other things soon. If you have an interest in graphics or advertising, the committee would appreciate your input. The next meeting will be held at 10 AM on Sunday, March 23 at my house - 38466 Canyon Heights Drive, Niles. No meeting at my house is recommended if you have an aversion to cat or dog fur. We are knee-deep in pets there.

If you can stand all that and you have an interest in promoting the public image of the PLA please do come to the meeting. We can use the help of all who want to help. Call George Childs for more information.

One of the projects already completed by the PR committee was the application of signs on all our equipment that is going to storage. The signs state the the equipment is being preserved for future generations and tells people how they can learn more about the PLA. Thanks go to Jim Noble for making the signs and to Alan Ramsay and Carol and Michael Sullivan for putting them on the equipment.

Childs, Jr. expressed a need for a Dodge van bench seat and Steve Slabach gave a number (604-662-3300) for a \$5.00 room reservation service in Vancouver for Expo-goers.

Entertainment was slides presented by Mike Bozzini.

Spring is Coming!!!! THIS MEANS MORE LANDSCAPING. which means more landscape crossties are needed the PLA still has some good landscape-grad-crossties available for a donation. Contact Phil Orth or Peter Schulze. We hope to obtain a donation of \$3.00 to \$5.00 each depending on the condition.

February Meeting

By Madeline Iverson

The Sunday move of the club's freight equipment on Feb. 23 to Oakland Army terminal was discussed. The work put in by club members, especially Steve Slabach and Louis Bradas, was praised.

Craig Wilson and Lou Chiaramonte reported on the material acquired by club members from the Duffy Mott cannery in Santa Clara. Over \$30,000 of lights, windows, wood, and other materials were salvaged over three weekends. Additionally Craig had talked SP into donating two 15-year old boxcars which are now being used for storing the material.

Among relocation news was the proposal by an environmental firm, Earthmetrics, to do an environmental survey of the Niles Canyon area and a letter from Industrial Railways, the contractor ripping up the SP track. The letter specified the prices to buy ties in place and to have them delivered. The county is currently reviewing the Earthmetrics proposal.

Regarding STEAMEXPO in Vancouver, Ray McAllister said that he had submitted written material to the directors and was awaiting word from the railroads to see if they would move #2 and #12. Related to this was a motion made and passed to budget up to \$1,000 to ready the engines and make brochures.

Dave Burla reported that the pledge drive had raised over \$13,000 but that we were still a long way from our goal. Mike Nesmith reported for the finance committee that it had been the consensus of the

February Roll Call

By "K.C. Bones"

With the decision by the Navy to have us out of the pad area I thought it would be a good idea to list the members who did the crash clean up and move. [Editor's note: Because of space limitations it isn't possible to break down the list by dates and duties.]

G. Adams, B. Andrews, J. Andrews, C. Blake, M. Bozzini, L. Bradas, B. Burger, D. Burla, E. Chase, J. Chase, G. Childs, J. Cox, D. Day, R. Dyce, W. Empy, J. Evans, T. Fillipo, J. Follansbee, C. Holombo, R. Leber, R. McAllister, M. McQuaid, M. Maksell, B. Merry, H. Norleen, P. Orth, A. Ramsay, C. Robinson, E. Ryan, M. Schneider, J. Schroefler, P. Schulze, P. Schulze, S. Slabach, C. Sullivan, B. Wells, B. Wise, H. Wise.

committee to continue the pledge drive.

Under new business and pertaining to Industrial Railway's letter, a motion was made and passed to authorize the purchase of one mile of ties in the ground along the line through Niles. The cost would be between \$16,000 and \$17,000. Additionally, the membership authorized the purchase of the switch ties at both ends of the Ki-lite plant.

Also under new business, President Mike McQuaid discussed the progress made trying to get storage for equipment at G.E. Vallecitos and a letter written to ask the Navy's approval to keep several locomotives on the "Pad" area from one to three months longer.

For the good of the order, George

March Meeting

To be considered for Associate Membership: William B. Garner of San Bernardino, Frank E. Piggott of San Jose, Frank Presley of Newark, and Jeffrey D. Williams of Livermore.

The name for the PLA operation in Niles Canyon will be chosen at the next meeting (See story in this issue for proposed names). Proposed logos will be on display before the meeting so come early so you will have time to examine them.

There will also be status reports on the move to Niles Canyon and the trip to Steamexpo in Vancouver. A Buy-A-Tie program has been set up to raise money for track material in the Canyon. A lot of effort has been put into planning this and the organizing committee will outline the program for the membership.

Entertainment was not yet determined when this went to the printers.

PLA Calendar

March 21 Regular Meeting
March 22 and 23. Painting of #2 and #12
Castro Point
March 22 and 23 Work Parties **
March 29 and 30 Work Parties **
April 5 and 6 Work Parties **
April 12 and 13. Work Parties **
April 18. Regular Meeting
April 19 and 20 Work Parties **

**Sites and times have not yet been determined. Please contact Peter Schulze or Dexter Day for information on what activities are going on. Projects will include maintenance on locomotives, moving of stored material, and protection of ties in Niles Canyon. It is imperative that we have a good turnout on our work party days.

Regular Meeting Place

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