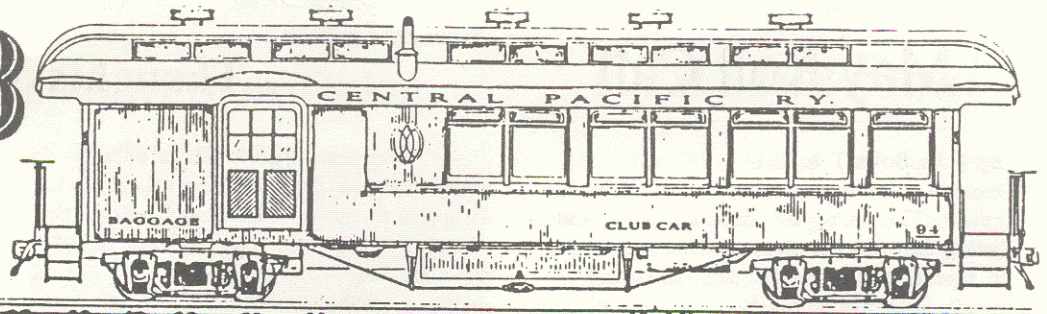


THE CLUB CAR



Bulletin No. 276

Pacific Locomotive Association

June 1986



Mike McQuaid and Peter Schulze shake hands after Mike drove in the first spike for the first rail of the Niles Canyon Scenic Railway.

Photo by Alan Teruya

Late Breaking News From the Canyon

By Alan Teruya

On Saturday, May 31 rail for the Niles Canyon Scenic Railway was delivered into the canyon. Loading in San Jose was done by **Bob Anderson, Walt Handlos, Matt Maksel, and Ed Ryan.** Unloading in the canyon was done by **Ed Chase, Phil Orth, and Larry Siders.** **John Dillman** was the truck driver and **Jim Evans** rode along to help out on both ends. 50 tons of 85 lb. rail was delivered. Special thanks go to Bob who also rented a crane to lift the rail.

On Saturday, June 7, a short ceremony was held as the first rail of the Niles Canyon Scenic Railway was spiked down near mile post 34.2, a quarter mile east of the Ki-lite plant. PLA President **Mike McQuaid** drove home the ceremonial first spike, a gold plated brass spike machined by PLA member **Wayne Empey.** Road master **Phil Orth** pounded in the second spike to anchor the 39-foot section of 85-pound rail in place. Other PLA members driving in spikes included **Peter Schulze, Allan Ramsey, and Mike Bozzini.**

locomotives, especially #12 proved to be very popular. Lines soon formed for a tour of the cab. This continued throughout the fair.

The leadership and professionalism displayed by **Ray McAllister** in dealing with the Canadian officials brought great credit to himself and the PLA. This deserves to be acknowledged. The tone that Mac set was followed by all involved. he was instrumental in turning a potentially demoralizing experience in a positive public relations event and a learning experience. No one could be asked to do more.

P.S. The Grand Parade was nice but two (sic) short.

#2 and #12 Go to Expo, But Don't Steam

By Mike McQuaid, PLA President

Our locomotives are now international travellers! Shay #12 and Quincy #2 finally arrived at the STEAMEXPO site in Vancouver, B.C. on Thursday, May 22. They arrived with the State Museum's ex-UP #4466 and Mount Rainier Scenic Railroad's Heisler #91.

The morning was spent watering and unloading #12 and, later in the afternoon, #2. Shortly after popping-off, #12 was moved to a position adjacent to #2, a steam hose was rigged, and #2 was fired.

Throughout the day **Ray McAllister** had been answering questions concerning the boilers from three inspectors: one from the Canadian National Railway, one from the Canadian

Transportation Board, and one from the Canadian Pacific Railway. Finally, we were told we would not be allowed to steam the locomotives in the Grand Parade because our California boiler certificates did not require a recent jacket removal and boiler tube removal to inspect the inside and outside of the boiler shell. We could be towed through the parade if we wished (we declined) and would be allowed to steam at minimum pressure at the STEAMEXPO yard (we declined).

Needless to say all present were greatly disappointed. It was decided after lengthy deliberations among the crews that a day off to recoup from the emotional let-down would be a wise decision. On Sunday, the second day of public viewing, the locomotive cabs were opened and the PLA display booth was manned. Both

May Roll Call

From the Editor

Thoughts on Vancouver

By K.C. Bones

This may be the last Roll Call listing as the work force will be spread out in several places for the next six months.

The list below is for Castro Point. I know there have been a good number of people who have been working on projects in Fremont and in Niles Canyon, but I don't know who.

The highlight of the month was the record number of people who turned out on May 3. We had 31 people and I hope we can keep up the interest.

The names listed below have worked this month on the following projects: Load #2 and #12 on flatcars, load #M200 on a trailer, load 100# rail, pick up and stack old rail at Red Rock, and clean up the area.

G. Adams, C. Blake, Bones, M. Bozzini, L. Bradas, B. Burger, D. Burla, L. Charimonte, E. Chase, J. Chase, G. Childs, J. Cox, D. Day, M. Duffy, J. Evans, T. Fillipo, C. Holombo, R. McAllister, M. McQuaid, M. Maksel, P. Orth, R. Peterson, E. Powell, E. Price, M. Price, A. Ramsey, _ Robinson, D. Rousar, J. Schroef, P. Schulze, S. Slabach, M. Snyder, M. Wilson, B. Wise, and H. Wise.

Company Store

By Carol Sullivan

Available at the June Meeting: More of the 8 x 10 aerial color view of CPRy taken on the August, 1981 operating day, \$4 each; old issues of *Pacific News*, \$.50 (come to meeting for list); and various books.

Bad news travels like a wildfire so many of you probably knew about the disappointment in Vancouver before this issue of *The Club Car* came out. I travelled to Vancouver too, not as a member of the PLA traincrew, but as a visitor to the World Exposition. At first I was saddened and angry that two old friends were sitting silent while twenty strangers were belching smoke, blowing whistles, venting steam, and moving, but after taking a look around and talking to some of our guys, things didn't look so bad.

Consider this. . .
 . . . in their new paint #2 and #12

looked as good as any other engine and #12's burgandy livery made her one of the most colorful engines there.

. . . during the days I was in Vancouver the weather was warm enough to make me think I was in Southern California. Believe it or not visitors enjoyed the cabs of #2 and #12 because they were nice, shady places that weren't hot and they could look around without worrying about being burned.

. . . the PLA's booth was in a prominent position on the freight platform and was one of the better looking displays.

. . . because they were never turned around for the Grand Parade, #2 and #12 were the only engines facing east, giving them good lighting for photographers in the morning and early afternoon. This was especially important in the case of #12 since the other Shays had their drive gear in the shade.

. . . I watched the faces of little boys and girls as Daddy held them up so they could pull the cord that rang the shiny brass bell.

Okay, okay, so we didn't get to steam and that was the point of the whole thing, but what the heck. A lot of people who don't know what the first thing about railroading learned what a 3-truck Shay and a saddle tank engine look like, our guys had a good trip (I can't wait to see their slides and video tapes), and we showed the world that steam engines can be found in the Bay Area. (We also learned something about paperwork and tape the color of #12, but that's for another editorial.)

I think we owe thanks to all the people who got #2 and #12 ready for Vancouver (Oh, oh. I'm beginning to sound like Schulze.). And as for the crew members who went up, **Dexter, Mac, John, Chris, Mike, Ed, John, Randy, George, Louie, Mike, Lou, Dave, and Mike**, thanks for going and for finding some good in a bad situation.

The Hot Box

The items listed below are desperately needed by the PLA. If you know a source that may want to donate something on this list or even just lend it to us for any amount of time, please contact PLA General Manager Peter Schulze.

NEW ITEMS FOR THIS MONTH

- 1) Pick-up truck with pintle hitch; one will be needed every weekend to tow the air compressor for cleaning spike holes and for driving spikes.
- 2) Pick-up truck; one will be needed every weekend to bring tools and light weight track supplies to work sites.

LEFT OVER FROM LAST MONTH

- 3) A backhoe; an operable CASE or John Deere Diesel for use in repairing the roadbed in Niles Canyon.
- 4) A skid mounted gas or diesel air compressor (100-150 cubic feet/minute).
- 5) 3/4" or 1" air impact wrench.

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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.

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People Who Make It Happen

Carol Sullivan Keeps Company Store Going

By Patricia Schulze

If you were a girl growing up in the midwest with a grandfather who was a conductor on the Chicago and North Western Railroad, would you grow up to be a probation officer? Maybe, but you might also become addicted to trains.

Carol Sullivan is from Kewaunee, Wisconsin. The daughter of a teacher and a feed and grain supplier, she was educated in Kewaunee and graduated from the University of Wisconsin.

After graduation Carol moved to California and became a probation officer for Alameda County. She later went to work for San Mateo County where she met the defense attorney for one of her clients. Seven months after they met they were married.

Jim and Carol were blessed with two sons, Torrey and Michael. Torrey has just been elected as student body president at his high school. Michael, as you all know, shares his mother's infatuation with trains and has just finished restoring (spell that r-e-b-u-i-l-d-i-n-g) a motorcar that once serviced the Western Pacific Railroad.

Even though Carol had early exposure to trains from her grandfather and riding the ferries around Kewaunee, it was not until she and Jim took part in a PLA McCloud River excursion that her curiosity was piqued. Shortly after that she and Michael began going to Castro Point regularly.

General Manager's Report

PLA Moves Equipment, Needs Help in Canyon

By Peter Schulze

Gee, is it June already? Let's look at some accomplishments: #101 was trucked from the pad area to the Shinn track thanks to **John Dillman** of Statewide Trucking (Don't we see his name a lot!) and **Rich Handlos** and a whole list of PLA people. The last great effort was the move of #M200 from the pad to the G.E. research facility on Vallecitos Road. Without all the details, this project was completed on Saturday, May 24 thanks to **Jodi Bigelow** and **Rhett Ernst** of Teresi Trucking from Lodi. Special truck handling, permits, and many hours by the Teresi people did get the job done for us.

Along with the "well done" to each of the workers on the project, special thanks for patience, endurance, and



Photo by Alan Teruya

As Carol began hanging around with that bunch that ran those trains she began to see places where she thought she could lend a hand. Well, Carol has done much more than "lend a hand", she has provided the PLA with much-needed revenue and made possible the expansion of our concession operations. The lunch car served many of the people who rode our trains over the years. The first gift shop was in the baggage room of the M-200 where Carol sold postcards. With operations presently shut down, the Company Store is one of the PLA's few sources of revenue.

Thank you Carol. As the first woman in the PLA, you make it happen!

dependibility go to **Phil Orth** and **Matt Maksiel** who worked extra hard on the unloading operation.

Plugging ties - more specifically, cleaning the packed dirt and rock out of old spike holes - on our Niles Canyon Scenic Railway has not been going so well. Compressed air has been effective but is dreadfully slow. A number of people have been working, but it is a slow and tedious job.

Therefore I am asking for everyone's help. This is not a hard job but it is very important and must be done before rail can be spiked into place. Be at the Ki-lite crossing at 9 AM each Saturday and Sunday.

I cannot stress enough: Now is the time - This summer - This year. Niles Canyon is the place!

First Mile Fund

The "First Mile of Ties" fund drive raised \$1,125 in its first month. Although the Alameda County Board of Supervisors has a recommendation from the staff to buy the ties in the canyon, we will still need to raise money for the original mile of ties which we have already bought. Also, it takes more than ties and rail to build a railroad. We will need tie plates, tie plugs, joint bars, spikes, and other miscellaneous hardware. Consequently further support of this effort is essential. This is a list of people who contributed to the First Mile Fund during the month of May.

Geraldine & David August, Ben & Martha Jean Badaracco, **Charles Barnes**, Thomas & Eileen Barrett, Donald E. Buchholz, Richard Call, Louis R. Chairamonte, Werner & Christine Dellmeier, Wayne & Mary Empey, Mrs. Rose Evans, Alfred J. Fisher, M.D., Tim Flippo, Albert H. Fowler, Alex Fulton, Mr. and Mrs. Paul R. Gardner, C.H. Givens & Associates, Peter & Barbara Goodier, Mr. & Mrs. John W. Granicher, Clayton J. Guest, Michael & Hilda Hamer, Robert & Velma Harreschou, Madeline Iverson, Charles A. Jellison, Tom & Mimi Jones, Robert E. Lester, Timothy J. Low, William & Megan Lowry, Ray Martin, Kent McDougall, Edward H. Meyer, Mr. & Mrs. Craig L. Miller, Michael Nesmith, Herbert & Marilyn Norleen, M.F. Parker, Henry J. Principe, Allan & Sally Ramsay, J. Evelyn Rice, Don Rienhart, Trefry Ross, Frank Summers, Alvon & Nancy Thoman, Noel E. Turner, Samuel G. Weeks, D.D.S., and Ted Wurm.

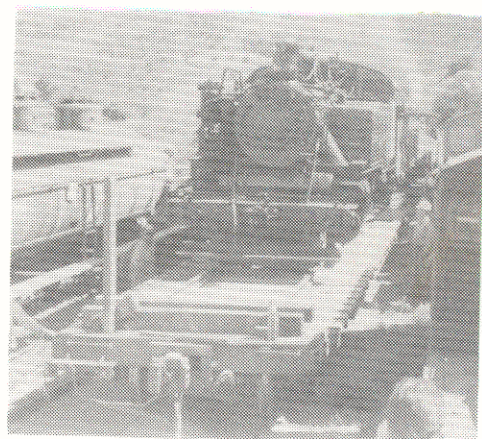


Photo by Ed Powell

#2's trip to Vancouver started with loading on a flatcar in early May.

June Meeting

To be considered for Associate Membership:
A. Gordon Adams of San Jose, David R. Sylva of
San Jose, and Peter Hartman of Oakland.

Announcements of the winners of the election
of officers for 1986-87 will be made at the June
meeting. Topics to be discussed include the
acquisition of ties in Niles Canyon, the events at
STEAMEXPO, and projects for July and beyond.

Entertainment had not been announced at press
time.

Regular Meeting Place

Regular meetings are held on the third Friday
of every month at 8:00 PM at St. Christopher's
Church at the corner of Via Toledo and Hacienda in
San Lorenzo.

PLA Calendar

June 20. Regular Meeting
June 21 & 22 Shinn St. (Remove ramp)
 Niles Canyon (Plug ties/clean right of way)
 San Jose (Load rail donated by Union Pacific)
June 27. .PLA Bd. of Dir. Mtg., 8:00, At the church
June 28 & 29 Castro Point (Stack rail)
 Niles Canyon (Plug ties/lay rail MP 34.4)
 San Jose (Load rail)
July 4, 5, and 6 . . . Niles Canyon (Lay lots of rail)
July 12 & 13 Niles Canyon
July 18. Regular Meeting
August 15 Regular Meeting

All work parties in Niles Canyon will meet at 9:00
AM at the Ki-lite crossing on Highway 84. For
updates on other meeting places contact Peter
Schulze (415-797-8613) or the project coordinator.
During June site work will begin at Brightside in
Niles Canyon. Please contact Mike McQuaid or
Craig Wilson.
