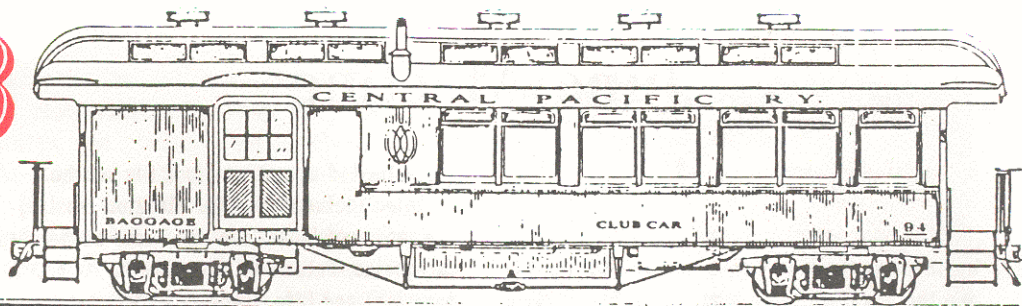


THE CLUB CAR



Bulletin 277

Pacific Locomotive Association

July 1986

Niles Depot Being Restored

By Ed Ryan

While the work progresses on the Niles Canyon Scenic lines easterly from Brightside toward Sunol, our eventual western destination is Niles. One of the three Niles terminal sites suggested to us by the Fremont Recreation Commission is the former Southern Pacific Depot, which is now located on Mission Boulevard at Sullivan Underpass, adjacent to the mainline siding leading to the Livermore "Y".

This facility is leased to the Niles Depot Historical Foundation and the Tri-City Society of Model Engineers. The depot basement will be home to the TCSME, and the depot itself will be a railroad theme museum with space for small meetings and an "N" gauge model layout of the Niles Junction area. PLA and the Foundation are discussing plans to acquire space for a desk and a file cabinet in the museum office area as well as a place to display the "museum" items in PLA's possession.

Like all our projects, the Depot needs folks to assist in restoration. PLA member ED OBIEDO has already provided assistance in preparing the exterior for painting. There is a real need for an inside or finish carpenter to assist or supervise in resetting existing double-hung windows and door frames or in finishing interior wood work. Possibly some PLA members who can't work help with the current trackwork project can assist in the Depot restoration.

If you can be of any assistance in this worthwhile project, please contact Superintendent Brad Lloyd at the Depot Tuesday or Friday evenings, or on Saturday, at (415)791-7066 or George Lewis at his store weekdays and Saturday at (415)651-9776.



Photo by Joe A. Ward

"Last Run of the PA's" at Glen Frasier in April, 1968, one of the PLA's many excursions from the past 25 years.

PLA to Celebrate 25th Year with Dinner

This month marks the 25th anniversary of the PLA. In celebration we are holding a potluck dinner at 6:30 preceding the July 18 meeting.

The "Save the Niles Depot" movement is celebrating its fifth anniversary. To commemorate this milestone, and to raise money to finish the exterior paint job, the Niles Depot Historical Foundation is having a party at Niles Country on Sunday, August 10. There will be a buffet dinner from 3:00 to 6:00, a raffle and door prizes between 6:00 and 7:00, and dancing to live music from 10:00. Tickets are \$12.50 per person. Contact Niles Depot Historical Foundation, PO Box 2716, Fremont, CA 94536.

All members of the club and Bay Area contributing sponsors were mailed invitation. If you didn't receive an invitation, make sure that the Membership Secretary has your correct address.

Please RSVP to Recording Secretary Madeline Iverson at (408)727-7230. If your last name begins with A to F, bring a salad; if G to M, bring rolls or chips; if N to Q, bring sodas; and if R to Z, bring a main dish. Bring enough to serve at least six people. An RSVP is important so extra supplies may be brought if necessary.

An Anniversary cake will be served following the business meeting.

Please make a point to join your club on this special occasion.

June Meeting

By Madeline Iverson

The most important results of the June business meeting were the annual elections and the news of the June 17 vote of the Alameda County Board of Supervisors.

The election results were tallied by C.G. HEIMERDINGER, ALLAN RAMSEY, and ALAN TERUYA. Heimerdinger requested to count votes because he hadn't done it in the twenty-five years the club has been in existence. (Members speculated that it is probably the first time he isn't running for office!) As Charlie prepared to read the results, President MIKE McQUAID quipped "It isn't the first time Charlie is going to grin and turn to me and say 'I know something you don't know.'"

All of the board members that ran were reelected: President Mike McQuaid, Corresponding Secretary MADELINE IVERSON, Membership Secretary JIM EVANS, and Treasurer DAVE ROUSAR. Heimerdinger's seat of Vice-president was filled by DEXTER DAY, the current Operations Superintendent.

With the exception of the corresponding secretary, who ran unopposed, all other positions had at least two persons running. The General Manager of the club, a position appointed by the president will be filled sometime in July. The current officers are seated until the July meeting.

President McQuaid announced that on Tuesday, June 17, the Alameda County Board of Supervisors approved the purchase of 6.9 miles of ties in Niles Canyon. This will help save the club money and labor. General Manager PETER SCHULZE speculated that when all reports and permits are finished we can complete trackwork on a two mile segment and

begin limited operations in a few months.

Also included in the election mailing was an amendment for two new membership categories, Patron of the Museum (a \$1,000 donation) and Life Member (a \$500 donation). Provisions were also made for senior citizen discounts. This amendment passed and JOHN SIRRINE submitted a check for the first Life Membership. Treasurer Dave Rousar asked other members to follow suit noting that the "#1" slot for Patron of the Museum is still open.

Rousar also announced that with an anonymous stock donation that had been converted to cash, the PLA was about \$12,500 ahead. Responding to a notice in "The Hot Box" Contributing Sponsor WILLIAM HALLOWAY donated a two-ton hydro jack and a 3/4" Rockwell impact wrench.

A discussion of the work being scheduled at the canyon and the new encroachment permit, allowing some cleaning and grading along the right-of-way, followed. Peter Schulze indicated that work in June would concentrated between Brightside (Ki-lite plant) and Sunol.

Planning Committee chairman CRAIG WILSON showed two professional scale drawings of proposed museum facilities at Brightside.

Mike McQuaid announced the resignation of Public Relations Director GEORGE CHILDS, effective the end of June. Mike requested that anyone interested in the position contact him as soon as possible.

The motion was made and carried to buy an additional 48 barrels of spikes at approximately \$100 per barrel, contingent upon reimbursement for the mile of ties by the contractor.

Entertainment was slides of Vancouver Steamexpo by MIKE NESMITH and MIKE BOZZINI.

Keep Those Cards And Letters Coming In . . . To Our New Address

As of the July meeting the 25th anniversary of the PLA, the club's post office box will officially be changed to Niles Station. First class mail sent to the San Leandro Box will be forwarded, so be sure to send correspondence to the new box to insure its timely receipt by the secretary

Third class mail will be picked up in San Leandro periodically for a few months.

The new post office address is: Pacific Locomotive Association, Post Office Box 2247, Niles Station, Fremont, CA 94536-0247.

Also, all Associate and Active Membership Renewals and any address changes should be sent to Membership Secretary Jim Evans, P.O. Box 451, Burlingame, CA 94011-0451. Please do not send any renewals or changes to the Fremont P.O. Box or to the Club Car editor, or delays may result.

Articles of Interest

"The Tea & Sugar carries both to the outback", Smithsonian, June 1986. The "Tea & Sugar", a weekly train of the Australian National Railways, is a combination store, doctor's office, church, and water source for small towns on the Nullarbor Plain.

On page 48 of the August issue of Games Magazine they review two new games based on railroads. The first, Railway Rivals by Games Workshop seems to be similar to Mayfair Games' Empire Builder. The second, Rail Masters by Randall Book Co., combines board play with railroad trivia questions. [Editor's note: By the way if anyone out there is interested in getting together for a game of Rail Baron, Empire Builder, or Rails Through the Rockies, let me know.]

BOARD OF DIRECTORS

- President Michael McQuaid
- Vice-President Dexter Day
- Recording Secretary Madeline Iverson
- Membership Secretary Jim Evans
- P.O. Box 451, Burlingame, CA 94011-0451
- Treasurer Dave Rousar
- General Counsel Stephen H. Slabach
- General Manager Peter Schulze
- (415) 797-8613

The Club Car

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

Editor Alan Teruya
744 Olivina Ave, Livermore, CA 94550
Printing by Pacific Western Graphics

Milestones

[Editor's Note: Recording Secretary Madeline Iverson compiled this list of events from the past 25 years. The list covers some important milestones and shows how some things have changed and some things haven't.]

October 1962: President Henry Luna announced the purchase of Howard Terminal #6, and the inspection report was given by Secretary Don Hansen.

January 1964: The excursion list for the club was included with the minutes. Thirty-one, yes thirty-one, excursions were listed for the year, most sponsored by the PLA and other Bay Area groups.

January 1966: Virgil Staff announced that we were now incorporated in the State of California as a non-profit corporation. Federal tax exemption is still pending.

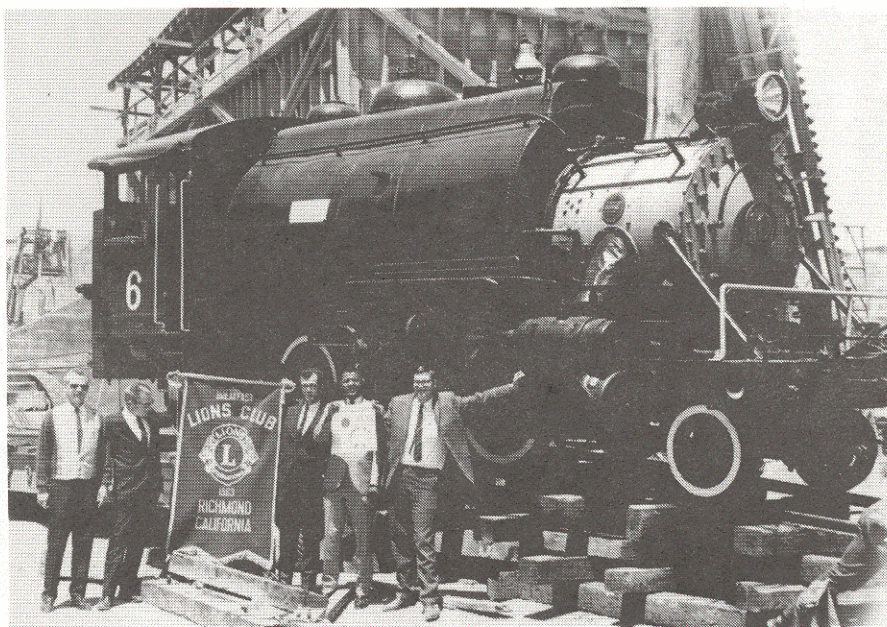
January 1969: (George Childs had just reported a correction in the minutes.) This important modification was accepted and the members visibly offered a sigh of relief when they noted that Mr. Childs was unable to locate the remainder of his list.

July, 1976: The General Manager reported that on July 4th and 5th, we ran for the first time two passenger trains (both powered by steam) at the same time. Another first for the PLA occurred on July 11 with a steam operation on the Navy base.

October, 1977: Ben Reily reported that all locomotives except #3 were moved to the Navy base as a result of the recent tool car burglary near the bridge.

February, 1978: A warning of possible insurance problems was brought to light by C.G. Heimerdinger, Jr. He noted that Bay Area may close their museum to the public because of an insurance claim. Also, Billy Jones in Los Gatos has had its premium doubled this past year.

September, 1978: A member who shall remain unmentioned reiterated the difficulty in dealing with the Southern Pacific Transportation Company and cited the company's failure to negotiate with Chevron



#6 (soon to be #30) when it first arrived at Castro Point in May, 1969

Photo by Joe A. Ward

General Manager's Report

Whistle Award to Be Revived

By Peter Schulze

About a year and a half ago Charlie Blake told me about a "Whistle Award" the Castro Point Railway used to have. I was told it was given each year to the person "who gave the most" to the club.

Well, that seems like a pretty good idea: Recognition for involvement. Recently I got came into possession of the award, a steam whistle mounted on a wooden block with the names of past winners engraved on metal plates. Starting in 1969, the Castro Point Railway presented each year its Annual Participation Award. This award was given to the individual whose involvement and contribution had in that year been most

concerning our special operation.

January, 1980: C.G. Heimerdinger reminded the membership that any letters written in the name of the club require a copy go to the secretary.

January, 1982: With the exception of the first few meetings, this month is memorable of the material covered at meetings now. This meeting was called to order at 8:10 P.M. and . . . "There was no new or old business and the meeting was adjourned at 8:31 P.M."

worthy of recognition and gratitude by the members of PLA.

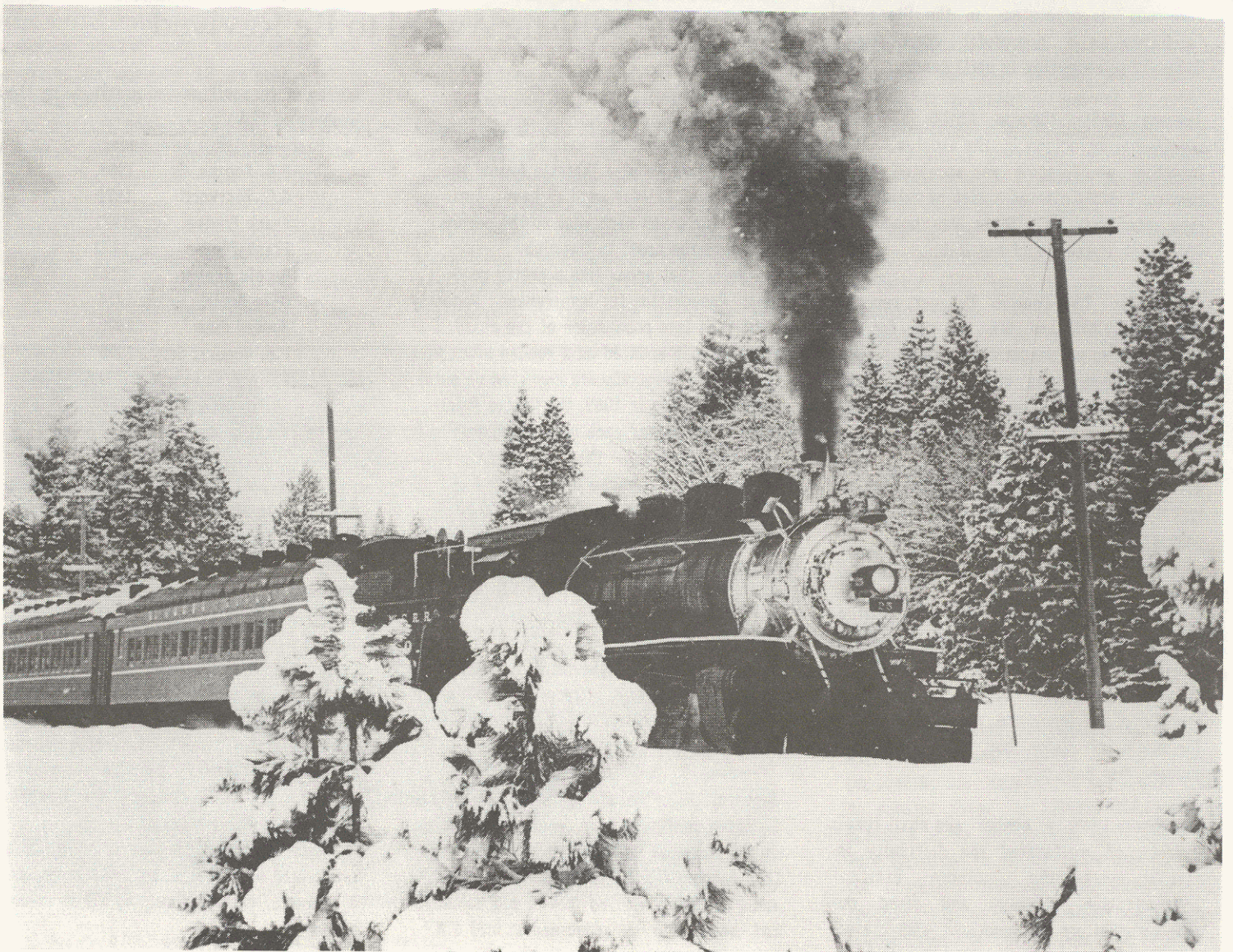
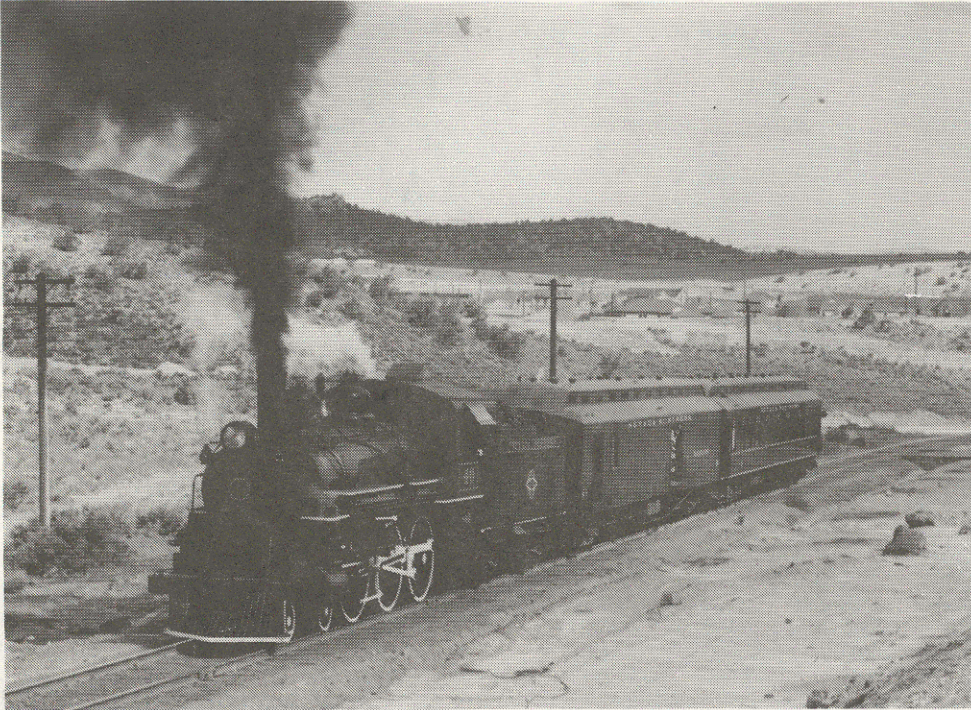
Past recipients have been:

P.H. Rogers, Sr.	1969
G.C. Wentworth	1970
Frank Fontes	1971
Frank Fontes	1972
Harold Shaver	1973
Dave Burla	1974
Howard Wise	1975
P.H. Rogers, Sr.	1976
Ralieg E. Andrews	1977
Philip Orth	1978

No awards given from 1979 to the present.

In the past two years I have been very aware of the significant energy and dedication of a number of our Association members. Most significant for 1985 and my recommendation for the PLA's Annual Participation Award is DEXTER DAY. During last year, Dexter's commitment to safety, training, and on time train operations was unlimited. He consistently exhibited enthusiasm for all club projects: Preparing equipment for movement; recovering donated track material, cleaning up the pad area for our big move; and assistance in equipment maintenance and servicing.

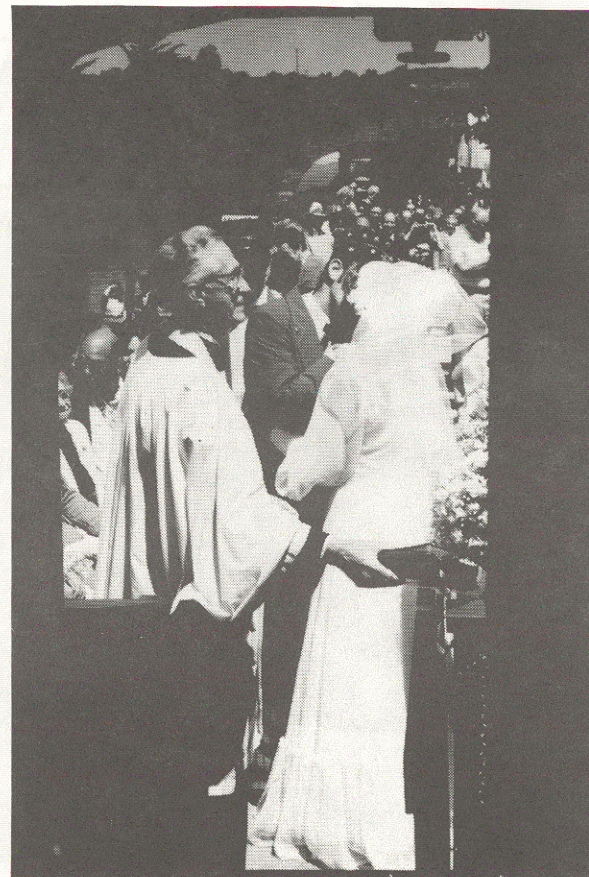
But most of all, he was effective as a leader and organizer of our club's resources. My thanks, Dexter for helping all of us move ahead.





Over the past 25 years the PLA has had numerous activities and the pictures on these two pages show only a few of them. Clockwise from top left: A fan excursion on the Nevada Northern, May, 1964, Ely, Nevada; Working on Blake Brother's #5, September, 1967, Richmond; A typical operation day at Castro Point with a crowd waiting to board a train; Couplers and air hoses weren't the only things joined at the Point as this wedding proved in May, 1983; PLA members pose before California Western's #M-300 in 1963; McCloud River RR #25 leads a PLA trip through the snow in January, 1968.

Photos by Jim Evans, Don Hansen, and Joe Ward.



The Long Road to Vancouver

By Ray McAllister

I had no idea when I was appointed to the committee to take #2 and #12 to STEAMEXPO what an experience it would turn out to be. There would be a lot of hard work, insight into the railroad industry, a seemingly endless number of letters and telephone calls, frustration and disappointments, the forming of new acquaintances and friendships, and a lot of camaraderie.

The invitation for the PLA to bring two locomotives to STEAMEXPO was the result of PATTY SCHULZE's conversations with Grant Ferguson of Granville Transportation Consultants (GTC) during the 1985 TRAIN Convention. In January, Mr. Ferguson offered two of the eight free moves Burlington Northern (BN) had offered for locomotives on flatcars. He also advised that the Canadian Transportation Commission (CTC) had agreed to accept a valid state certificate of boiler inspection as the only requirement for operation. On January 13 we sent a letter accepting the offer.

As chairman of the committee I was soon in contact with Mr. Ferguson. Over the telephone he confirmed that the CTC would only need to see a current state certification of boiler inspection that had included a hydrostatic pressure test. He also advised that he had contacted Southern Pacific General Manager Charles Babers



#12 with Vancouver's "Sky Train" in the background.

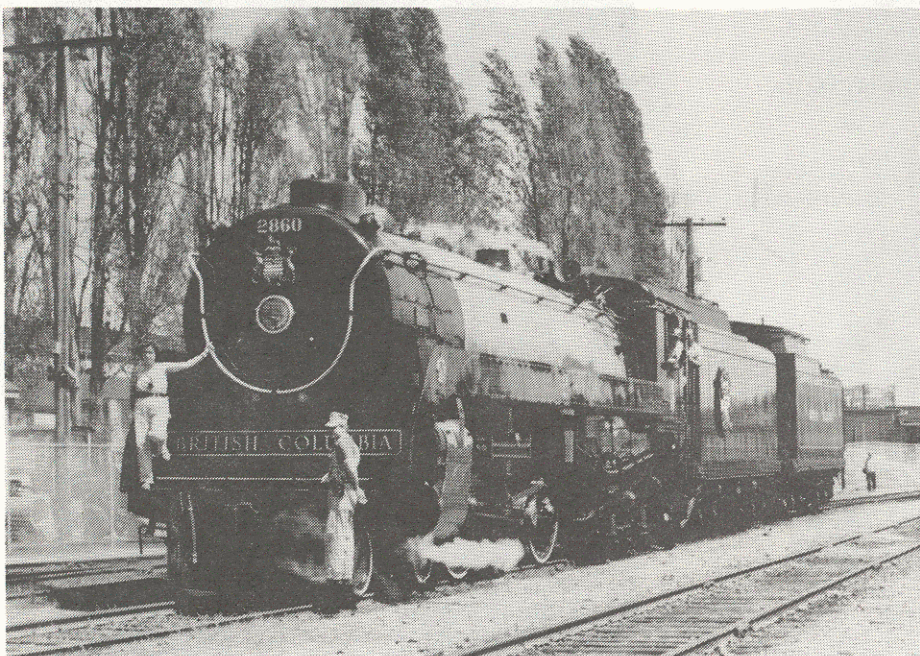
regarding free movement of the locomotives.

On February 19 I mailed the STEAMEXPO Reservation Request forms for #2 and #12. I soon received a packet from GTC which included correspondence from CTC regarding their requirements for US locomotives. A letter dated December 13 noted the locomotives must have either Federal Railway Administration (FRA) certification or state certification, if the state standards were

equivalent to FRA. Another letter dated December 31 provided a list of 26 safety requirements and a Locomotive Inspection and Repair Reports, providing guidelines for locomotives without standard certification. Of the 22 items on the Report, it was only the date of the removal of the flexible staybolt caps that I had to enter "unknown". The letter also noted it was expected an exception order would be issued for locomotives that do not have standard certification.

A review of the requirements in late February indicated the following conditions prevailed, i.e., (1) we complied with the 48 CTC requirements except for the date of the staybolt caps, (2) we would be issued an Exception Order if we did not have standard certification, and (3) Grant Ferguson had advised on two occasions a State boiler inspection certificate was all that was required. Based on the above, I proceeded with obtaining a renewal of the State Certificates and forwarded copies to Mr. Ferguson.

With the boiler inspections out of the way, projects were initiated to build a ramp for loading the locomotives on flatcars and to repaint them. BRIAN WISE prepared drawings of the locomotives on flatcars that were forwarded to BN to allow them to check for clearance problems. The absence of a response by SP to Mr. Ferguson's contact about transporting the locomotives was becoming a



Royal Hudson #2860 comes back after taking on water.

major concern. An appeal to Mr. Babers on March 31 resulted in a verbal commitment that the SP would transport the locomotives and provide flatcars free of charge. On 23 April we received the commitment from the Santa Fe for a no cost move of the flatcars into and out of Point Molate.

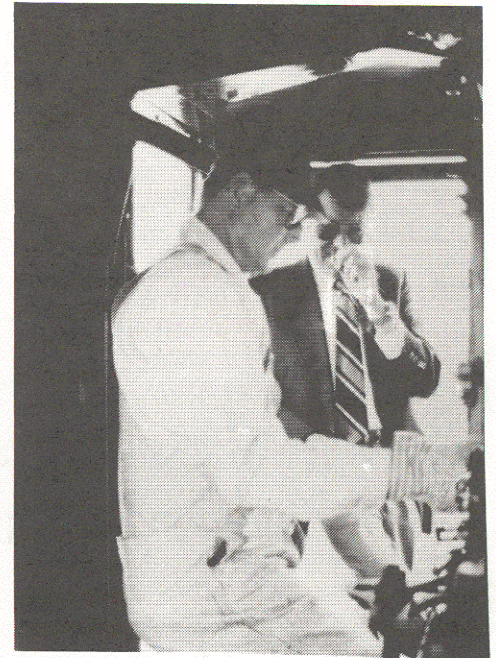
There was some delay in delivering the steel deck, 100-ton flatcars, two of only 15 the SP owns. The first car was delivered on 1 May, and we had #12 loaded and chocked by the following Saturday. The SP Assistant Terminal Superintendent in Oakland was very generous in providing wire rope, clamps, cable grippers, and a come-a-long. DEXTER DAY arranged evening work parties and the tie-down of #12 was completed and the second flatcar arrived on 8 May. #2 was tied down the following weekend. Although the it was on strike, supervisory personnel made the interchange because of the Santa Fe's desire to participate in the STEAMEXPO moves. There was a sigh of relief and apprehension about the few days left, when the flatcars were picked up on 14 May.

Our flatcars arrived at STEAMEXPO on Thursday morning, 22 May, less than 24 hours before the start of the big parade along the Vancouver waterfront. Everyone turned-to in getting the locomotives off the flatcars and watered, and by afternoon both engines were under steam. About 5:00 p.m. I was approached by a three-man committee composed of representatives of CTC, the Canadian Pacific Railroad, and the Canadian National

Railroad. The spokesman for the group, the CN representative, advised they wanted to review our boiler certification. It developed that they would not accept our California boiler inspections and were requiring what amounted to FRA documentation on when the jacket and lagging had last been removed and the tubes had been replaced. I explained that we could not provide this since our participation was based on the conditions noted above. My discussions were to no avail, and in spite of his previous advice, Grant Ferguson was helpless to intervene. At 5:30 we shut down the fires and buttoned up the locomotives. We watched the parade the next day like thousands of other buffs and showed #2 and #12 on static display during the rest of STEAMEXPO.

In spite of the fact that our engines were not under steam, they were popular attractions and we showed thousands of people through the cabs. #12, with her unusual color and gear drive was the subject of the endlessly repeated question, "What was this locomotive used for?"

The situation was of course a great disappointment to all involved, and an embarrassment to me personally, but by no means a loss or waste of time. We did go to the 1986 World Expo, and as railfans, it was 10 days in paradise. The Canadians are a delightful people, friendly and hospitable, and truly a pleasure to be around. Vancouver is a beautiful city, and the surrounding countryside is spectacular. But most



George Adams shows a visitor around #12's cab.

important to me are the lessons learned. If we could go back to January, we would proceed differently. I believe I now have a better understanding of what we should be considering in our annual boiler inspection and maintenance program that could be of benefit when we start up steam operations in Niles Canyon.

FOLLOW THE FLAG



A youngster laughs as he plays with #12's bell.

STEAMEXPO CREWMEMBERS

George Adams, Jr.
 Mike Bozzini
 Louie Bradas
 Lou Chiamonte
 Dexter Day
 John Follansbee
 Chris Holumbo
 Randy Leber
 Ray "Mac" McAllister
 Mike McQuaid
 Ed Powell
 Dave Rousar
 John Schroefel
 Mike Snyder

July Meeting

To be considered for Active Membership: Mike Duffy, Brian Wise, Burneda Anderson, and Alan Teruya. Five Active vacancies now exist as a result of five members changing their status to Associate Membership.

Harvey Gregory, John Dillman, and Rich Paulisch will be considered for Honorary Membership. Harvey (Greg) Gregory helped the PLA acquire #4 in 1973. Rich Paulisch is responsible for providing trucks that move our rail into Niles Canyon. John Dillman is the truck driver who has moved most of our rail from Castro Point to Niles Canyon.

To be considered for Associate Membership will be Walter Hinck of Belmont and Bill Robinson of Mill Valley.

Prior to the meeting there will be a potluck dinner to celebrate the PLA's 25th anniversary (See story inside).

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

July 18	25th Anniversary Dinner and Regular Meeting
July 19 & 20	Work Party, Niles Canyon
July 26 & 27	Work Party, Niles Canyon
July 28	Deadline for August Club Car
Aug. 2 & 3	Work Party, Niles Canyon
Aug. 9 & 10	Work Party, Niles Canyon
Aug. 15	Regular Meeting
Aug. 16 & 17	Work Party, Niles Canyon
Sept. 19	Regular Meeting

Work projects in the Canyon will be plugging of ties, moving of track material, and laying of rail. 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.