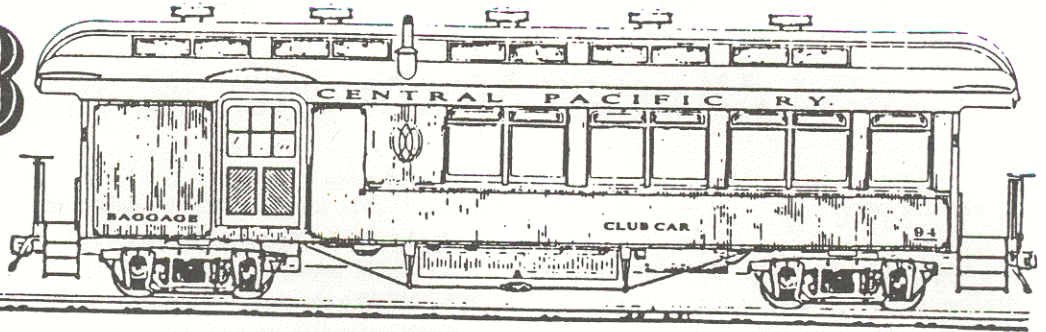


THE CLUB CAR



Bulletin No. 279

Pacific Locomotive Association

September 1986

Environmental Report Looking Good

by Michael McQuaid, PLA President

The PLA Niles Canyon environmental study which began last spring has been submitted to Alameda County for consideration. The study was prepared by Earth Metrics, Inc., of Burlingame. It describes our project location, the environmental setting, an environmental significance checklist, and evaluation and mitigation measures. The County may ask for more detail in certain areas, but in the course of the study no problems have been discovered.

Once the county accepts the study, it will mail the report to all interested parties for comment. A public hearing will be scheduled 30 days later to receive those comments, either in writing or orally. Last August a similar hearing was held when we were trying to run #M-200 in Niles Canyon on a temporary basis.

The hearing will probably be held at the County Public Works offices in Hayward during the evening. Exact time, date, and location will be made available when established. Please let our secretary, MADELINE IVERSON, know if you wish to be notified. A good showing by PLA people can make a real difference.

Shortly after the hearing the County will either issue a negative impact declaration, or it will instruct PLA to expand the study until it is certain the interests of the Public and the County have been satisfied. The possibility exists that as early as the end of September the PLA may be ready to proceed with the next phase -- signing a license agreement with Alameda County. Once the license agreement is signed, placement of the second rail can



Phil Orth unloading rail at Brightside in June.

PLA Helps Out in Niles

By Patty Schulze

For the PLA Sunday, August 31 dawned before the day dawned. Those that were not attending the "Monty Python Computer Race" at MATT MAKSEL's were sleeping on my living room floor (and I thought my garage was full of PLA artifacts). The few sensible (?) people who stayed at home for the evening arrived at

begin.

I would like to thank attorney STEVE SLABACH for all his help in preparing the Environmental Study. I would also like to thank the Planning Committee and especially CRAIG WILSON for preparing the Preliminary Planning Report from which the Environmental Study was developed. The graphics Craig provided were essential to its completion.

2 AM.

We proceeded to downtown Niles in the back of AL HARVEY's truck where we were quickly dispersed to our various tasks. ED RYAN ran the base station, DAVE BURLA, LIZ REIMERS, and I went to set up our booth. FRANK PRESLEY, JOEL COX, ED POWELL, KEVIN MORAN, AL HARVEY, MATT MAKSEL, MIKE DUFFY, MIKE WILSON, JOHN SCHROEFER, BUZZ BERGER, MICHAEL SULLIVAN, CHRIS HOLOMBO, and AL HARVEY went out and patrolled the streets.

By the time the Flea Market was opened, PLA had contributed to the Niles Merchants Association 75 man hours of service.

JIM, FLO, and JANET NOBLE arrived later to help Liz and me with the booth. We passed out brochures and filled out several membership applications.

It was a successful day for the PLA thanks to all who participated.

August Meeting

By Madeline Iverson

Compared to the July "25th Birthday" Meeting, the August meeting was very quiet.

Voted into Associate Membership were CURT and RAYLENE NUNES and KEVIN MORAN. BOB ANDERSON was voted into Active Membership.

PATTY SCHULZE and FRANK PRESLEY reported on the success of #3 at the Transportation Fair at Ardenwood Park along with the difficulties getting it there. The new brochure, compiled by ALAN TERUYA, was introduced and made available.

CRAIG WILSON indicated that the committee is still accepting members and interested persons should contact him.

CAROL SULLIVAN announced \$1,200 to \$1,500 worth of materials were delivered to the docents at the Sierra for sale on consignment.

Regarding the environmental study, STEVE SLABACH reported that the report would be with the County by the third week of this month. It was undergoing some minor revisions but, according to the board, it looked good.

President MIKE McQUAID reported that JOHN FENSTERMACHER of the Alameda County Public Works Department said the county would survey Brightside and stake it. We cannot lay the second rail until we have a lease, but the county could move rapidly after the environmental studies are our of the way. The end of November or the beginning of December is still a possibility for a small operation. It is possible that we will have the lease by the end of October.

Under Old Business McQuaid reappointed the Finance Committee. CRAIG WILSON and CHARLIE BLAKE are on the planning committee, but other positions are still open. The

Public Relations committee will be announced when ALAN RAMSAY gets back from vacation.

DEXTER DAY began the museum report in PETER SCHULZE's absence. He said that we are one-quarter of a mile from Sunol. When we finish Sunol we will work to Dresser until we get a contract with the county. Under For the Good of the Order, a high point of the evening was when Charlie Blake presented a special spike maul to Dexter. The head was painted pink with purple polka dots.

PETER SCHULZE arrived and indicated that plans were continuing to move #'s 4, 5, and 7 by the end of September. He also thanked the tie cleaning and plugging crew, including BUZZ BERGER, MIKE WILSON, and BONES ANDREWS, along with FRANK PRESLEY who helped coordinate things. Peter also said we need need a mechanical person to work on air compressors.

The meeting was adjourned and entertainment was provided by Dexter who showed slides of Vancouver.

Articles of Interest

"England's French Connection", Popular Mechanics, September, 1986. A tunnel (or "chunnel" as it has been nicknamed) underneath the English Channel will allow the connection of London and Paris with a high speed rail system.

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

George Adams, Sr.

It is with regret that we must report the passing of George Adams, Sr. in August. George was one of the oldest active participants in the PLA, being in his 90's when he died.

George's most notable contributions were in the construction and maintenance of the two open air cars that handled many thousands of people during many of the years of our Castro Point operation.

He will be greatly missed.

First Mile Fund

\$1170.00 was contributed to the First Mile Fund during the month of August. This brings the total to \$3892.50.

First Mile Fund contributors during August were: Richard Anderson, Ben Baderacco, Louis & Maxine Bradas, Dr. Stephen J. Buchner *, Michael A. Carlisle, Mr. & Mrs. Louis R. Chiaramonte, Robert W. Craig *, Rhonda Dijeau, J. A. Easton *, Barney Emerson, Alfred J. Fisher, M.D., John Follansbee, Al Fowler, William B. Garner, Peter & Barbara Goodier *, Mr. & Mrs. John W. Granicher, Clayton J. Guest, Curly Hamblin, Michael Hamer, Robert & Velma Harreschou *, Alfred & Marian Harvey, Ronald D. Hise, Madeline Iverson, Charles A. Jellison, Ray McAllister, Kent McDougall, Edward H. Meyer, Joanna Michaels, Craig L. Miller *, Wm. H. Morrison *, Mike Nesmith, David & Miriam Pava, Henry J. Principe, Wm. H. Radcliffe, Franklin S. Simon, Stephen H. Slabach, Frank Summers, Alvon J. Thoman, Donald E. Tustin, Samuel G. Weeks, D.D.S., and Ted Wurm.

* Denotes a donation of \$50 or more during the month of August.

BOARD OF DIRECTORS

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 (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
 (415)455-1269

People Who Make it Happen

Bring on the PA!

(Editor's Note: After a two month absence, we continue our series on PLA members who do a little bit extra for our organization.)

By Brian Wise

On any operating day in the past when there was a mechanical problem with one of the steam locomotives, there was always a group of people there to correct the problem, but whenever the 44-tonner, #M-200, or the forklift hit a bad note, someone always seemed to summon my father, Howard Wise. Sometime's a painter, more often than not a one-man diesel shop, he's been dubbed the "F-7 Guru" by members of another railroad museum.

Howard, the oldest of three brothers, was born in Indio, California one summer day not very long ago to Mr. and Mrs. Thomas G. Wise. He grew up in places such as Salem, Oregon and Cody, Wyoming racing motorcycles and hydroplanes. After attending the Eastern Montana College of Education he went on to pursue a career with SCM Corporation, repairing calculating machines and various electronic equipment. With the coming of the computer age, Howard went to work for Olivetti Corporation of America as a computer technician. He has stayed with computers and now programs them as well.

It was during his employment with SCM in Berkeley that Howard was enticed by the sight of ex-Howard Terminal 2-6-2T #6 being trucked down San Pablo Ave. Soon afterwards, he ventured down to the Old Terminal area to see a group of railfans restoring their Prairie to operating condition. Being the grandson of a man who ran 4-8-4 Greenbriers for the C&O in West Virginia, the railroading bug took hold of Howard, and so did the PLA.

Howard's proficiency in electronics and ability to fix just about anything quickly earned him his shingle on the Castro Point Railway. When the PLA took possession of the 44-ton G.E. #462, a whole new world of repairs was placed before Howard and his new partner, George Childs, Jr. Together they were swindled into doing everything from building a ticket booth on an abandoned logging railroad at 4:00 AM to hauling a gang car down from Oregon in the dead of winter. Their list of accomplishments covered such things as the rebuilding of the diesel engine



Howard Wise (right) and George Childs pose with the recently restored Plymouth locomotive in January, 1978.

and torque converter in #M-200, to the complete restoration of their Plymouth locomotive, the "Dinkey".

Howard's two-car garage has never been occupied by two automobiles at the same time, as he is almost always repairing and/or restoring something of railroad nature, whether it's F-7 cab seats or another "speeder". Usually there is at least one speeder in various phases of restoration about the garage. One such project now resides inside the California State Railroad Museum in Sacramento, where it is often used by the museum curator and other dignitaries.

At least once every summer, you can find Howard and son roaming around the Sierra Nevadas exploring abandoned logging railroads for the fun of it or for information for a new book. Howard has written at least one book, most notably his publication covering the history of the PLA's own SP 0-6-0 #1269, and once appeared in a major motion picture. He didn't have a speaking part, but he drove a Sierra Railway Model-T motor car faster than anyone would care to. Unfortunately, Barbara Eden wasn't around to be impressed.

Notoriety really came into play for Howard with the arrival of a certain EMD creation. The ex-WP F-7 #918D looked like a hopeless basket case as it rolled onto the upper track of the pad area. This author can still see his father quickly walking in the opposite direction, mumbling something to the effect of "I want nothing to do with it". Possibly it was curiosity that got the better

of him, or maybe just a wanting to see the 918D restored to "factory fresh", but eventually Howard disappeared into the greasy depths of the WP F-7, never to be seen clean again. During the restoration of the interior of the locomotive, it was necessary for him to collaborate with various individuals, obtaining replacement parts and literature required to turn the F-7 into an operating locomotive once more. In the process, Howard's diplomatic approach created a few valuable allies, or "ins", for the PLA.

When Howard (and those unfortunates pulled in with him) emerged from the depths of the covered wagon, there was a "new" cab in mint condition, rebuilt and/or replaced electrical components and wiring, and the cleanest operable 567 block anywhere. On the inside, the 918D is truly a vivid testimony to Howard's dedication, pride in quality workmanship, and psychological endurance. There are still several stumbling blocks to be overcome by the "918D Pit Crew", but they should prove to be only slightly distressing (so who needs traction motors?). As the author sees it, this F-7 is just a classroom for my father. The real test is still to come, just as soon as the Club acquires that one remaining ex-Santa Fe PA.

With a new railroad museum ahead of us all, there is certain to be a never ending supply of projects in store for Howard Wise, but then the list of accomplishments will just get longer and longer.

*General Manager's Report**Many Projects Scheduled for Future*

By Peter Schulze

Niles Canyon Scenic Railway - Work Continues - Progress Is Good - Projects Are The Same - WHERE ARE YOU?

President MIKE McQUAID believes our environmental assessment may be approved in September and our operating license may be granted in October.

The following projects are planned for the balance of September and early October:

A: Move all scrap and good rail out of San Jose and complete the clean-up.

B: Build complete switch at West Sunol.

C: Tie in rails on the mainline at Kilkare Rd. and Bond St. in Sunol.

D: Distribute all rail for "the other half" of our initial track construction.

E: Complete cleaning and plugging all ties from the Ki-lite crossing to mile post 34.2 (one half of a mile!).

F: Lay one rail from MP 33.7 to MP 34.2 including two switches (obviously we cannot complete this, but we need to get a good start on it!).

G: Plug ties on Rosewerner Bridge and clean and plug west of the bridge (we hope to lay rail on the bridge ASAP!).

H: Last, but very important is the installation of the missing ties from Sunol

westward. All locations where two or more ties are missing must be filled with main line size ties before #M-200 can be run. The Board of Directors approved the purchase of 400 main line ties and we will attempt to "dig in" 100 per month from September to December.

Please come out and be a part of the work on your NCSRy. Without you it cannot happen.

PLA Members Continue To Give Extra

With all the work going on in Niles Canyon, I especially want to highlight some special people and projects:

** Member ED POWELL has shown a tremendous amount of initiative in handling the air compressor and, with the help of many others, much progress has been made cleaning and plugging ties.

** BETSY and WAYNE EMPEY have almost completed a perfect rebuilding of four push cars (or speeder flats) to full operating condition, a much-needed long term benefit to NCSRy construction and maintenance.

** DEXTER DAY again organized a successful "SWAT Team" for the "Patterson Pass" job! My thanks to all who participated: Dexter, FRANK PRESLEY, BONES ANDREWS, JOEL COX, ED RYAN, RON PETERSON, BUZZ BERGER, and TIM FLIPPO. The three day

job produced a complete 119 lb. rail #10 left hand turnout, probably worth \$6,000 or \$7,000! We also acquired 200 track feet of 119 and 112 lb. rail and some ties. Not bad for a cross-county foray.

** RAY McALLISTER and crew continue to work on the preparation of #4, #5, and #7 for movement from Richmond to Shinn siding in Fremont!

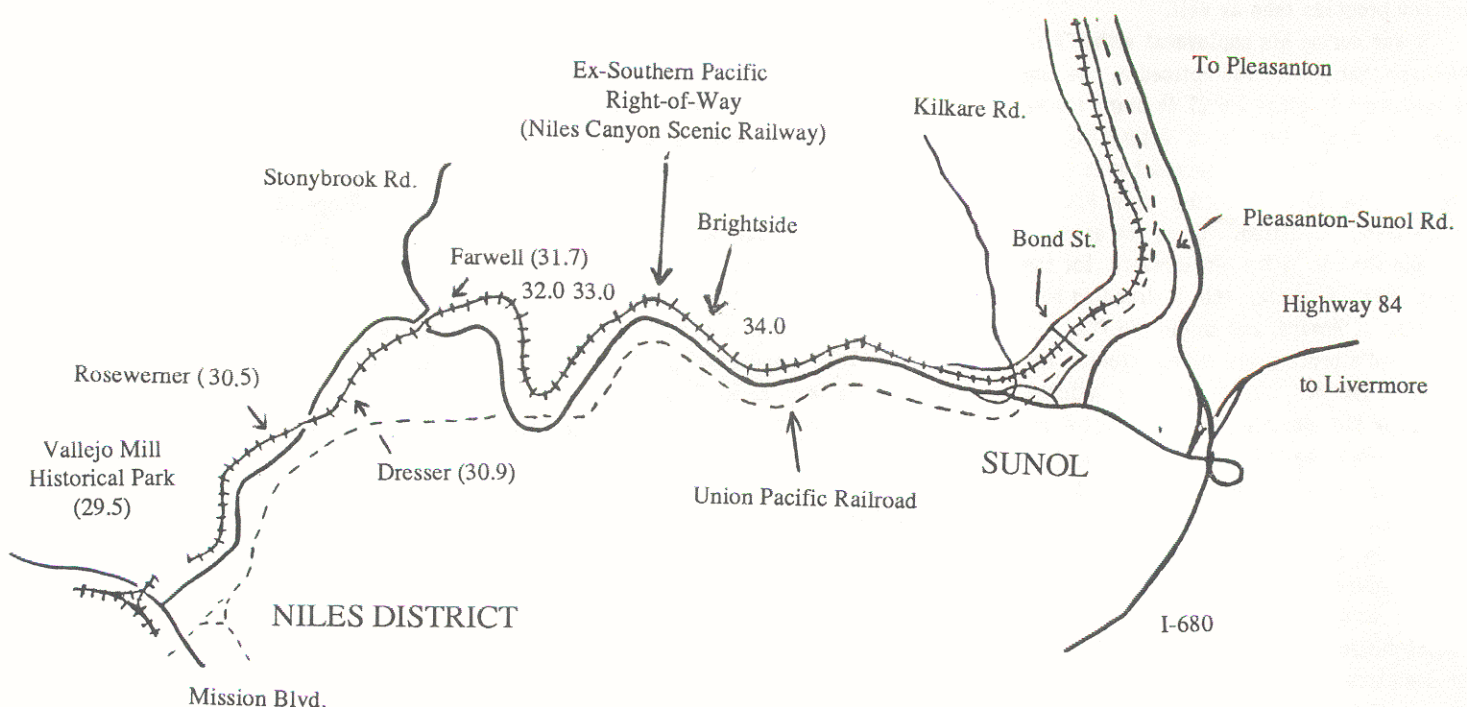
** PATTY SCHULZE and a band of night riders descended on the Niles Flea Market. With their work and the sales and PR booth we had, PLA was seen and heard.

Let's all work on sharing our association and our new railway project with non-members. TALK UP PLA!!

If you find any of the projects "news" you need to come closer - get in on the fun - be a part of the building of the Niles Canyon Scenic Railway! We need your help.

Company Store

The Company Store has gotten in two new books: Ted Wurm's newest, *Mallets on the Mendocino Coast*, \$26.10 (Reg. \$28.95), and *Encyclopedia of Western Railroad History*, by D. R. Robertson, \$31.65.



*Vice-President and Operations Manager's Report**Track Work Continues in Niles Cy.*

By Dexter Day

You might say that the rail for the Niles Canyon track relay project is now all over Sunol in various forms, sizes, and shapes. On August 17 the long string of rail reached Sunol. However it had to end at the West switch location due to the change in rail size for this portion of the railroad.

If the track gang thought working with 85 lb. rail was fun, they should love what they will be laying through Sunol. The rail ranges from 85 lb. up to 132 lb. The rail around the Kilkare Rd. crossing in Sunol to the West switch at Sunol is all 100 lb. and larger. This should give the rail gang a change in pace from 85 lb. rail.

Completing the rail through Sunol will require some cutting, welding, and fitting of the rails to the railroad crossing. This portion of the project should be completed by the end of September. However, this will only include the mainline. The siding between the Kilkare Rd. and Bond St. crossings must be dug out and completely replaced; there are too many ties missing or disturbed.

The replacement ties for the siding will come from parts of the East Sunol siding that will not be used at this time. When this project is completed and the switch East of Bond St. along the tail track is laid, the run around at Sunol will be in place. We hope that we can complete this portion before the rains come this winter.

Our goal for the next few months will be to lay the second rail between Brightside (Ki-lite) and Sunol. This will involve getting supplies like rail, track bolts, joint bars, tie plates and replacement ties in place so that when the lease is signed by the county, we will be ready to go. Now that we know the turf we'll be working on as we go back down the hill (the same stuff we saw coming up) our track gangs should be able to lay the second rail at a pretty good clip.

Now that all the ties have been blown and plugged and the road bed is cleared, the crew can concentrate on laying rail. Although some of the ties will be replaced before the second rail is laid, a lot of them will have to be replaced afterwards. As the second rail is being laid, our track crew can come in behind the rail gang with the work cars to lay tie plates, put in track bolts, and jack hammer spikes. With some luck, we

should be able to start some type of operation by the first weekend in December.

The main thing to keep in mind is that the job will be done right. If we are not ready to start an operation in December, then we won't. What we are doing now will pay off for years to come. That is why each and everyone of us must put extra effort into each job so that we do not have to go back and redo what already was done.

The next couple of months will be fast moving ones when it comes to work projects. We will be working in smaller groups on various projects trying to get the railroad tied together. But what else is new? In the last couple of months we have trained and conditioned our crews to do various jobs and this will now start to pay off. The job will not all be easy, but, like always, it will be done.

The crew has been doing a splendid job, but it would be nice to have larger crews to work with. The thirty-some odd members could build this railroad, but it is not fair to put the burden on their backs.

At this time I would like to thank the gang that has been doing the job and getting it done on time.

From The Editor

Article Ideas Needed, New Deadline

I'm beginning to get more submissions to the monthly Roll Call, but I could always use more. Remember, the only way I can give people proper credit is if someone tells me that they worked!

I'd also be interested in new ideas for feature articles. The series on "People Who Make It Happen" was suggested by a few members when I started as editor and is now a regular feature. If you know of something other members may be interested in reading about, get ahold of me and maybe we can put something together.

I think it's time that I put down in writing my policy concerning deadlines for articles for The Club Car.

The Club Car is mailed out the Tuesday before the regular business meeting after a folding party the night before. In order for the printer to have everything ready in time, my camera ready paste-ups should be ready at least four working days in advance. It generally takes the better part of a Sunday

The Hot Box

[Editor's Note: This month's Hot Box may look familiar. That's right it's the same one as last month. While not having to add or subtract anything out of here makes things easier for me, this is one case where I wouldn't mind the extra work.]

1) John Deere or Case diesel backhoe. Ready to run. Donation would be best, but lending would also be greatly appreciated.

2) Air compressor: 120, 150, or 180 cfm, gas or diesel, skid or trailer mounted.

3) 200 feet of air compressor hose with or without fittings. This usually comes in 50 foot sections.

4) Chain link fence. All components needed in good second hand condition. Post, fabric, gates and all small hardware. This is important and any usable 6 or 8 foot material will save the club a lot of money. We could be installing permanent fencing as early as September!

5) Pipe: We will need galvanized steel pipe in sizes from 1/2" to 3" in long lengths in good condition. What do you have and what could you get donated?

to get everything ready for the printer so I need to have everything typed in my computer before hand.

Therefore from now on the deadline for material will be the Monday before the first Friday of the month (eighteen days before the monthly business meeting). This may fall on the 1st, 2nd, or 3rd of that month, or the 27th, 28th, 29th, 30th, or 31st of the previous month. This will give me the entire week to type everything before I do layout on the weekend.

Because I've got Monday through Friday to do typing and editing, its okay if AN article comes in one or two days late. What I cannot afford is having MOST of the articles come in late (Like the Sunday morning before I go to the printer).

The deadline for the next issue will always appear in the PLA calendar on the outside of the CLUB CAR. Please look for it and make sure I receive articles on time.

Meeting

To be considered for Associate Membership: Joel Cox of Oakland, David F. Eatmon of Livermore, and Jim Joseph of Redwood City.

Entertainment will be provided by Alan Ramsay who will be showing films of SP steam at the Oakland mole and West Oakland yard in 1952. He will also have a film of a steam excursion on the Quincy Railroad with Quincy #2 and Clover Valley #8 which is undergoing restoration at the Portola Railroad Museum.

Regular Meeting Place

PLA Calendar

Sept. 19. Regular Meeting
Sept. 20 & 21 . Work Party, Niles Canyon
Sept. 27 & 28 . Work Party, Niles Canyon

Sept. 29 . .Deadline, September Club Car
Oct. 4 & 5. . . Work Party, Niles Canyon
Oct. 11 & 12. . Work Party, Niles Canyon
Oct. 17Regular Meeting
Oct. 18 & 19. . Work Party, Niles Canyon
Nov. 21Regular Meeting

Work projects in the canyon will be plugging of ties, moving of track material, and laying of rail. Other work projects will also go on. Please contact General Manager Peter Schulze (415-797-8613) for details.
