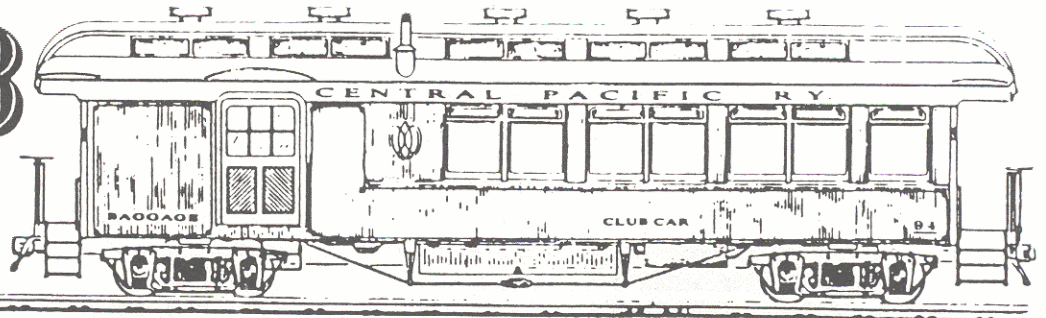


THE CLUB CAR



Bulletin 286

Pacific Locomotive Association

April, 1987

County Approval Delayed

By Alan Teruya

On Tuesday, March 24 the concerns of two Sunol residents delayed Alameda County Board of Supervisors approval of the PLA environmental study for Niles Canyon.

An article appearing on March 26 in The Herald (Livermore, Pleasanton, and Sunol) stated that the residents' two main concerns were the temporary station planned for Sunol and the use of diesel locomotives. The plans call for a station (to be used until a new facility can be built at Vallejo Mills Historical Park in Fremont) and a 67-car parking lot in Sunol. One of the residents was quoted as saying "You are going to put in a 67-car parking lot, and this is more parking spaces than now exists in all of downtown Sunol."

PLA President MIKE McQUAID was at the meeting and he said there is no place west of Sunol where there would be safe access to Highway 84 for cars entering and leaving the parking lot.

The residents' other concern was the use of diesel powered locomotives. It was feared that "diesel fuel would pollute the ground water." One resident was then quoted as saying she would have no objections if only steam equipment was used.

Board Chairman ED CAMPBELL, who is a longtime supporter of the Niles Canyon project, will schedule a community meeting in Sunol to determine if there is much opposition to the PLA and if a full Environmental Impact Report should be required. If a full EIR is necessary it will cost the PLA \$10,000 and six more months.

The article said Campbell "doesn't want to force a group of volunteers who want to do something nice for the county to do another expensive report."

Since the articles appeared in the



The Rosewerner (or Dresser) Bridge was built in 1906 and crosses Alameda Creek and Highway 84 a mile and a half east of Mission Blvd.

General Manager's Report

Spring Cleaning Needed

By Peter Schulze

With the arrival of spring we have the opportunity to work on and fit together the many pieces of our "do it yourself" railway. Until we actually have county approval in hand, emphasis must continue on the following: Handling material donated by the Union Pacific Railroad; further preparatory work on the track from the Ki-Lite crossing

newspapers, Active Member PATTY SCHULZE has received phone calls from many Sunol residents she has met while doing P.R. work. She said that they still support the PLA project and are calling Ed Campbell's office to express that support. It will certainly help us at the Sunol community meeting if our friends there continue to show their support.

to Kilkare Road; and spring housekeeping at Fremont Yard, Alameda Creek, Brightside, Sunol and along the right-of-way.

Each of these areas needs special people like you! No excuses now. Let's just get out and do it! Each of us can do part of the above work and each part is vitally important.

I want to make clear a pitch for clean-up. The county right-of-way we will use will become our responsibility. How many times has each of us seen the mess along a mainline railroad and realized it hurts the company's image? The Niles Canyon Scenic Railway is building a first-class line and we want it to look first class! Each of us can help pick up and pitch in. No special tools, no special equipment, no excuses; just help and interest and determination and, most importantly of all, you.

March Meeting

By Madeline Iverson

Highlighting the March 20 general meeting of the PLA were the discussion of the railroad name, donated rail, the railfair in San Francisco, and the voting in of eight new associate members.

CHARLIE BLAKE reported on the status of the railroad name selection. He indicated that two names seemed to be most popular, Niles Canyon Scenic Railway (the name originally chosen) and Niles Canyon Railway. There was concern over the very "touristy" connotation of the word "Scenic" for a museum. It was decided that on the ballots Blake is going to mail to active members there would be four choices, the two above, "none of the above" and "other" with a

write-in space. It appears this issue may be far from being decided.

For the finance committee JON SIRRINE reported that the board had instructed him to come up with an internal audit of the club's finances. BURNEDA ANDERSON will work with the treasurer and MIKE NESMITH will work with CAROL SULLIVAN.

Regarding the railway in Niles, CRAIG WILSON reported that the planning committee will meet on April 1. President MIKE McQUAID reported that the environmental issue will come up on the Alameda Board of Supervisor's calendar on March 24.

General Manager PETER SCHULZE reported that the UP has donated five cars of material. He said that the next few weeks will be spent moving and handling this material. RAY McALLISTER reported that he is readying #3 for the railfair in San Francisco. He is going to try to get a boiler inspection for it, but if that isn't possible we will have it on static display.

Under New Business a discussion ensued about what fare would be charged for the initial operation in Niles Canyon. The discussion was tabled for two months while a committee chaired by C.G. HEIMERDINGER and including GEORGE ADAMS, Jr., MATT MAKSEL, FRANK PRESLEY, MIKE NESMITH, MIKE WILSON and MIKE RIGGS looks at operational costs.

Recording Secretary MADELINE IVERSON distributed time sheets. She pointed out the importance of turning them in to keep track of volunteer hours, especially now that we are working on Alameda County property. Anyone who needs copies of the time sheets should contact the secretary.

HENRY LUNA reported that the PLA's first excursion with the private railroad car "Virginia City" to Reno was sold out.

Entertainment was a video tape by ED RYAN on switching being done at Railtown. Featured in this video was ex-Pickering engineer MANNY MARSHALL.

Company Store

By Carol Sullivan

Unofficial expenditure/income figures for the period from October 1986 (when budgeted maximum for giftshop purchases was limited to \$300/month) to March 1987 are: (Month, expended/gross sales including tax) October, \$198/\$138; November, \$363/\$1125 (includes Railtown docent payment of \$729 for items sold them at our cost); December, \$215/\$411; January, \$323/\$1295 (includes value of gross sales at Great American Train Show; total less the still-lost checks is \$671); February \$72/\$778; March \$166/\$806; TOTAL \$1337/\$4553.

This is NOT a 300% profit and is not the giftshop's typical performance. Much unsold merchandise was purchased for Railtown and Castro Point between 1983 and early 1986 and those expenses don't appear above.

Sales at the March Great Western Train Show in Vallejo were down from February, but the overall total was made decidedly respectable by LIZ REIMER's flea market sales at Ohlone College and by sales at the March meeting. Member support of the gift shop continues to be FANTASTIC.

We expect income to decrease markedly in the coming months because 1) stock is not being replenished to previous levels, 2) local train shows aren't scheduled year round and 3) it appears the giftshop will not be open during the first year of operation. (Some of us would like to change that!)

Liz is willing to sell and do PLA P.R. at area flea markets if we have things to dispose of. Contact her if you have items to donate or bring them to the monthly meeting.

Members Respond Quickly

By Madeline Iverson

In last month's Club Car a pledge drive to start up the railroad in Niles Canyon was begun. Although the Club Car probably arrived at members houses on Wednesday the 18th, by Saturday the 21st almost three hundred dollars had been received. This is a great beginning, but it is just that. Many thousands of dollars will be needed in the next few months to start operations so please send in your donation. We need your help. And to those of you below who were so generous and prompt, thank you. (An asterisk denotes a donation of \$100 or more.)

CHARLES GIVENS, ROBERT & VELMA HARRESCHOU, MADELINE IVERSON & MIKE NESMITH, HERB NORLEEN, STEVE SLABACH, MIKE SNYDER*, VIRGIL & LAVADA STAFF and HOWARD WISE.

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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.

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Union Pacific Donates Material

By Joel Cox

PLA member MIKE SNYDER has cooked up a deal with the Union Pacific RR to acquire much-needed rail and track parts. Mike's many letters and phone calls, especially to L. B. CHAPMAN, UP Roadmaster in Stockton, resulted in the UP sending us seven carloads of material with more on the way. This material is one of the biggest donations to the PLA in recent months.

Most of the material came from a track removal operation at Sacramento Yard. Most of the rail is 85 lb., just what we planned to use in the canyon. A significant amount is 100 lb. which will be useful in our yard facility at Brightside. We also got all of the associated tie plates and joint bars: the rail wouldn't have been nearly as useful without the requisite hardware. Best of all, most of the rail is in very good condition; none saw much service. The damaged pieces make perfect candidates for our scrap drive, and the rest should be good for many years of service in its new home.

The gondolas have been unloaded at the edge of the UP's Fremont yard, near our Alameda Creek storage yard. The rail has been unloaded by crane, but the small track parts (weighing up to 100 lbs.) have been unloaded using the PLA-patented Heave, Grunt and Toss method. This is effective at getting the cars unloaded, but it is also effective at wearing out the help!

These activities need your support. Over the next few weekends we will be unloading the cars, sorting and stacking material, loading material onto trucks, and transporting material to the canyon. If you can help, work parties will start each day at 9:00 at the UP yard on Shinn St. in Fremont or if you can help with the money situation, please send your contributions to the PLA and indicate that it is for the rail unloading project.

Thanks to the efforts of Mike, Mr. Chapman and the generosity of the Union Pacific RR, we have acquired some much-needed hardware; with a little help from the membership we will be able to complete the project in a timely fashion.

V-P and Operations Manager's Report

Material Arrives, Hough On-Line

By Dexter Day

Work in March was focused on the Fremont Yard where we were unloading gondolas full of rail material. This material will play a big role if we have to replace the rail between Dresser and Niles Junction.

Some believe we have enough rail so they're asking why do we need more? Let's take a look at the situation: First, the material is being offered to us now and if we turn it down the U.P. will scrap it. Second, the rail we can't use for relay can be used for fenceposts or trade material for Levin Metals. Third, not all of the material is rail. We're getting a lot of much needed OTM. I wish one of these cars would show up with nuts, bolts and washers. Fourth, if all the rail shows up like we think it will, we will have a good jump on putting in the sidings at Sunol and Farwell. Finally, as for the fireplug and the mouse traps that were in the gondolas, look at it this way: The fireplug will make some Labrador retriever happy and the mouse traps are our first line of defense against rodents at Brightside.

Overall, the material that we have

received and are going to receive will pay off in the long run. The only trouble we are facing is money. We need the membership's help in keeping this project going.

The best news this past month is that the Hough is back on line. TIM FLIPPO and JIM CHASE have done a great job in getting the part made after we could not get it from scrap yards. The Hough is the machine that will spearhead the laying of the second rail from Sunol to Brightside.

Another good note from last month, STEVE SLABACH has gotten the boom truck back on line. Now if somebody out there has a little love in his or her heart for the Moline we might have all of our heavy equipment back in service. It would be a big event if they were all running at the same time. I hope miracles can still happen.

The future of this group is near. Building this railroad is like planning the D-Day invasion. We have the material, the manpower, the will and the equipment to do the job; all we need now is the green light. The days of kicking dirt and drawing pictures on napkins are almost over. We have had some rough projects to get the material, now let's put it to use. See you out on the line.

March Roll Call

The following people worked in Fremont and Niles Canyon during the first two weeks of March. If more than one day was worked, the number of days is in parentheses: B. Adam, B. Armstrong, C. Barnes, D. Biondi, M. Bozzini, H. Charrow, L. Chiaramonte, G. Covey, J. Cox (2), D. Day, D. Eatmon, A. Fowler (2), P. Grisho, P. Hartman, B. Lloyd, M. Maksel (2), D. Moore, S. Moore, P. Orth (2), A. Ramsay, L. Reimers, S. Robbins, L. Rogers, E. Ryan (2), J. Schrufer (6), P.A. Schulze (2), S. Slabach, T. Slabach, M. Snyder, M. VanArsdale, M. VanArsdale, Jr., M. Wilson.

Special Note to John Schrufer: Good Luck in med school, and hurry back; we may need a doctor on the railroad some day.

Your friends in the PLA
P.S. Keep working on that style.

Back-A-Hoe

The following contributed to the Back-A-Hoe fund during February and March. [* denotes a contribution of \$50 or more and ** denotes a contribution of \$100 or more.]

CHARLES BARNES*, LT. DONALD BRUNDAGE, GEORGE CHILDS, JR., J.A. EASTON**, ALFRED FISHER, M.D., ROBERT FLYNN, JR., JOHN FOLLANSBEE, HENRY FORNI, ALBERT FOWLER, JOHN GRAHAM, CLAYTON GUEST, AL & MARIAN HARVEY, GEORGE HENDERSON, CHRIS HOLUMBO**, L. W. JARECKY, CHARLES JELLISON*, MATT MAKSEL, ROBERT MARSHALL, EDWARD MEYER, CRAIG MILLER*, DAVE & MELINDA MORGAN, OLIVE PARKER (In memory of Marryat "Mert" Parker), DOUGLAS PAUL, WILLIAM RADCLIFFE, ALBERT SCHULZE, F. W. SELLMAN, DOUGLAS ST. JOHN, STEVE SLABACH*, FRANK SUMMERS, ALVON THOMAN, SAMUEL WEEKS, W.E. WELLS, and BRUCE WORDON.

Meeting

Note: The meeting will be held one week early this month to avoid conflict with Good Friday services.

To be considered for Associate Membership: Robert Adam of San Jose, John Borch of Morgan Hill, Pacloc Dinkey of Palo Alto, Kent Munro of Alameda, David Simmons of Pleasant Hill and Dan Watson of Fremont.

Entertainment will be provided by noted author John Kirchner who will show slides of Brazilian steam locomotives including standard and narrow gauge 2-10-4's.

At the last meeting Doug Clark, Wade M. DosSantos, Art Ingwerson, David Houston, Barbara Jones, Jerry Lamere, John Noonan and Richard K. Thorpe were voted in as Associate Members. Also, Jim Evans' "Stamp Our Lonely Dollars" scheme generated \$40 for the club treasury. At the next meeting we will try to stamp our lonely portraits of Benjamin Franklin.

PLA Calendar

Apr. 10 Regular Meeting
Apr. 11, 12 Work Parties
April 15-19 . . . Railfair, San Francisco
Apr. 18, 19, 25, & 26 . . . Work Parties
Apr. 27 Deadline, March Club Car
May 2 & 3 Work Parties
May 4 Club Car Goes to Printer
May 9 & 10. . . Work Parties, NCSRY or CP
May 15. Regular Meeting
June 19 Regular Meeting

For work projects in Niles Canyon please contact Vice-President Dexter Day (415-345-1790) or General Manager Peter Schulze (415-797-8613) for details. For projects at Castro Point contact Master Mechanic Ray McAllister (415-479-5249).

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 at 8:00.

The Hot Box

- 1) Two good or new condition heavy-duty 6-volt automobile batteries. Please contact Dave Burla.
- 2) Jack Hammer: We need a 90# pavement breaker jack hammer to be donated or loaned for a few weekends this year. Call Peter.
- 3) 8' x 8' steel shipping container: To be used as an electrical sub-station at Brightside. Contact Pat Lewis (415-948-0576) or Craig Wilson (408-255-1857 after 6:00).
- 4) Stationary Compressor: Gas or diesel powered, 100+ cubic feet per minute to equip #103 for train and MOW service at Niles Canyon. Call George Childs, (415)653-0354.

Continuing needs from previous months are:

- 5) Chains & binders, 3/8" high tensile load chains 15-25' long and 3/8" high tensile chain load binders for our new truck.
- 6) Chain link fence. 8' fence fabric and hardware, especially full length 2" posts and 4" and 6" gate posts. Contact Craig Wilson.