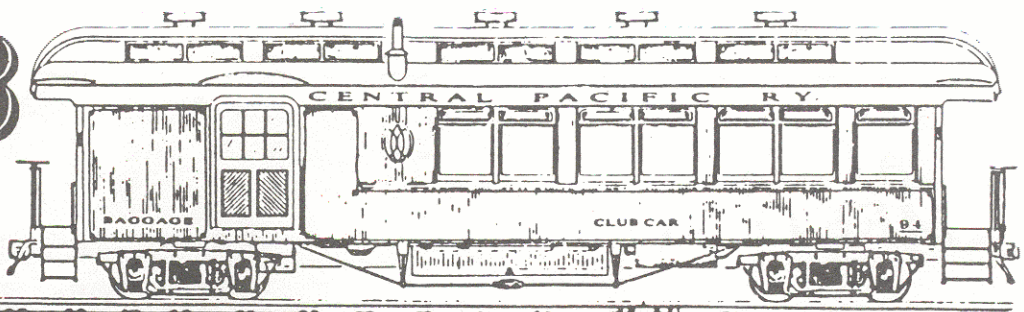


THE CLUB CAR



Pacific Locomotive Association

Ma 1987

Sunol Meeting Goes Well

By Mike McQuaid

On the night of Monday, April 20, the PLA made its most important and critical presentation to our future neighbors in Sunol. Alameda County Board of Supervisors Chairman ED CAMPBELL called the meeting in response to questions raised at a Board of Supervisors meeting by two Sunol residents.

The chief complaint of the two residents was that no official public meeting was held in Sunol and therefore the views of Sunolians had not been heard. The large turnout (about 150 Sunolians) was indicative of the interest our project has generated.

After an overview of the project, the questions began. While the overall tone of the meeting was positive, there is a clear understanding that the PLA will be expected to carry out all of its responsibilities to the satisfaction of the town.

The areas of most concern are: Noise--especially whistle blowing; litter--on the right-of-way and in the parking area; fire--one cigarette discarded on the right-of-way could close down the operation; crowds--we may find our initial operation too popular considering the limited capacity of #M-200; weed control--California Department of Forestry and the PUC say 25 feet on either side of the right-of-way (that's 12 acres between Brightside and Sunol).

Of these responsibilities, the most serious is the fire danger because it has the greatest potential for destruction and will require extra precautions while we work. Remember, catalytic converters and exhaust systems are hot and the weeds along the right-of-way are high and dry.

Next stop for the environmental assessment is the Alameda County Board of Supervisors on May 5th.



Our #3 sat next to miniature live-steam locomotives and V&T "J.W. Bowker" at the recent San Francisco Railfair near Pier 23.

Photo by Alan Teruya

#3 Goes To San Francisco

By Alan Ramsay, PLA P.R. Chairman

The PLA was privileged to participate in the recent Railfair that was organized by the California State Railroad Museum.

Located on the Embarcadero near Pier 23, the Easter week event was attended by many thousands of spectators. The public showed a great deal of interest in the PLA and Niles Canyon. We took in over \$500 in donations and signed up a number of new members.

All of the Bay Area railroads, along with railroad museums and restoration projects, participated. Our #3 and the CSRM's Virginia & Truckee #21 "J.W. Bowker" were the only steam locomotives on display and were popular with juvenile bell-ringers.

Many thanks to those who took the #3 to San Francisco, assisted in preparing for

the fair or donated their time at the fair: BUZZ BERGER, GEORGE CHILDS, DOUG and LESLEY CLARK, JIM EVANS, JOHN FOLLANSBEE, RICH GILL, RANDY LEBER, MATT MAKSEL, ED POWELL, FRANK PRESLEY, DAVE SIMMONS, STEVE SLABACH, CAROL and MICHAEL SULLIVAN, ALAN TERUYA, DAVE WHITE, JEFF WILLIAMS and MIKE WILSON. We also owe thanks to JOE LEMKE of the East Bay Regional Parks District for helping load the #3 on the truck lent us by EBRPD and driving it to San Francisco.

"Scenic" Dropped From Name, See "April Meeting" Page 2

APRIL MEETING

By Madeline Iverson

Highlighting the April 10 general meeting of the PLA were the initiation of six new members, the name change, the appointment of a nominating committee and the entertainment.

In spite of the meeting being called one week earlier than usual, there was a large turnout at the meeting. There were six people voted into Associate Membership. Several of these men have already been frequent workers on PLA projects. They are ROBERT ADAM, JOHN BORCH, JAMES DINKEY, KENT MUNRO, DAVID SIMMONS and DAN WATSON.

Regarding the name change, CHARLIE BLAKE reported that 41 out of the 50 ballots sent to active members had been returned. Thirteen persons voted for Niles Canyon Scenic Railway, 21 for Niles Canyon Railway, and seven voiced displeasure for either name. C.G. HEIMERDINGER made a motion to accept as binding the name selected as Niles Canyon Railway. Twenty-one of the Active Members present voted in favor of the motion, five opposed. It was pointed out that this was just a variation of the name originated by BRIAN WISE. The major reason given for dropping the word scenic was the fear that the public and others would feel that we were turning into a tourist railroad. The change appeared to be an affirmation to keep the type of operation the public has known us to have in the past.

As is customary at the April meeting, President MIKE McQUAID appointed a nominating committee to oversee the 1987 elections. C.G. HEIMERDINGER will head it and MIKES RIGGS and NESMITH will serve on it with him. The meeting for the committee was scheduled for the first week in May.



The passengers of the PLA's excursion on the private railroad car Virginia City gather at the rear of the car on March 29 at Sparks, Nevada. On the ground (l to r): Mike Snyder, Liz Reimers, Ed Ryan, Ann & Larry McWhirk, Dudley Westler, Marion & Al Harvey, Excursion Director Henry Luna, John Follansbee. On the platform: Mike Wilson, Matt Maksel, Peter & Patty Schulze, Rex Hansel, Charlette Snyder.
Photo by John Follansbee

Additional items covered at the meeting were the plans by ALAN RAMSAY and FRANK PRESLEY for the Easter week Railfair in San Francisco, General Manager PETER SCHULZE's report on the work projects for the next several weeks, the delivery of the donated White truck, and the Sunol meeting on April 20.

Peter also acknowledged the work of RANDY LEBER in obtaining a tank car for the club. The car is currently at Camp Parks in Pleasanton.

Entertainment for the evening was a great slide presentation by author and PLA Associate Member JOHN KIRCHNER.

Company Store

New items for May meeting: 1) Hat and tie tacks - Fireman, Calif. Western RR, UP Big Boy, Milwaukee Road, \$1 and \$1.50; 2) Books: One Man's Locomotives - steam and diesels, poppet valves, iron ore RRs, Heislors, SF, Chicago Belt Ry; and The Story of Big Creek - enlarged and revised. 3) Patches - Mil. Rd., UP, The Forty Niner, GN, Wabash Line, White Pass and Yukon.

POSTAL SERVICE TO THE RESCUE! Found and returned in April: The sales and donation checks from the Train Show in January.

BOARD OF DIRECTORS

President Michael McQuaid, (415) 846-4082
 Vice-President Dexter Day, (415) 345-1790
 Recording Secretary Madeline Iverson
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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 its members. All submissions will be considered for publication and will only be edited for space and clarity.

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Santa Fe #1861



By Howard Wise

One of the cars which recently arrived at the Oakland Army Base from Levin Metals in Richmond is Santa Fe 203743-X. When first viewed, it is a rather undistinguished piece of heavy weight rolling stock, but five minutes of inspection will reveal that the car was not always configured as it is today and has undergone significant structural modifications. A combination of overall silver paint with black lettering leaves no doubt as to its present incarnation as a work car, but under those gallons of silver lies the basic structure of a baggage car (contrary to a rumor that it was a coach) and a bit of work with sand paper produced the number 1861.

Unfortunately, inquiries made of Santa Fe experts have yet to unearth statistical data about the 1861 so everything known at this point is a matter of discovery and speculation. As far as the vital statistics are concerned, the car is 78 feet long over the couplers and has an outside body width of 10 feet. The builder of the car is unknown at this point, but it is probably either Pullman or American Car and Foundry. It weighs somewhat over 60 tons.

The car, as one friend of mine remarked, has a "real" railroad car roof. In addition

to this "real" (clerestory) roof, it has 33 double hung wooden windows added during the rebuilding into a work car. Compliments of transients and nature, all 33 of these windows are broken and dry rotted. The original locations of the four 7-foot sliding baggage doors are easily spotted due to the rain gutters on the roof and the weld marks on the side of the car. Investigation of an identical unmodified car (#1870) located at Cordelia Junction revealed that the end doors on the car were also of the sliding type and not the normal house-type hinged door one might expect. #1870 is still equipped with the original type LN brake equipment while #1861 has been changed to the AB freight type. #1861 has also had its draft gear changed out in favor of a more modern and substantial variety with type-E couplers.

The trucks under #1861 are the classic 3-axle drop equalized type with a casting date of January, 1912. This in itself means very little but a workman's time card dated February 7, 1914 found under a piece of ceiling panel indicates the approximate construction date. When the car was modified, water tanks were installed in the ceiling of the kitchen end. After their removal, plates on the tanks were discovered with a 1965 date. The back side of the tanks used to provide the Coleman diesel heaters

with fuel were marked "Cleburne, Texas". It is therefore a logical assumption that this was the place and time of the conversion to a work car. When the car left Cleburne, it had a basic kitchen, large living area, two bedrooms with an adjoining shower, an office and a bathroom.

As far as the future of #1861 is concerned, a rather extensive rebuilding has been planned and is underway. The car will have three bedrooms, a bathroom with a shower and a stateroom with attached bath. A galley will be provided at one end of the car and the rest of the interior space will be living room. The clerestory room will be left exposed over the galley and living room with windows installed inside and out in the spaces provided by the builder. This can be accomplished because cars of this era were built to a common standard and the roof of a baggage car was structurally identical to that of a coach or diner. The bedroom areas will have a false ceiling and all of the interior walls will be either walnut or mahogany. The exterior will be painted Santa Fe coach green and lettered as the Santa Fe #1861. When it is finished, I intend it to be used for PLA enjoyment and a comfortable place for those wishing to stay the night in the canyon.

Sorting Material At Shinn St.

For the past several months PLA workers have been unloading gondolas of material donated by the UNION PACIFIC RAILROAD. We have received rail, tie plates, spikes, joint bars and other types of material too numerous to mention. Once the material is throw out of the car it has to be sorted and stacked as shown in the picture at the left.



Tie plates, switch plates and joint bars are stacked in piles according to size and await shipment to Brightside.

Piles of material sit next to the track as some just-delivered cars await unloading.



Security At Brightside

By Ed Ryan

The security of the property at Brightside is being improved.

With knowledge of the county, our night watchman, BOB GRAHAM, has settled into the "Watchman's Compound" at the road entrance to Brightside. This area is OFF LIMITS to all members. Bob's security duties come under the direction of the General Manager through the office of Manager of Support Services.

Another security item is locks. The old PLA switch lock used at Castro Point is being phased out and replaced. The new gate lock is on the gates at Brightside, Shinn, and Dresser. Please turn in any old PLA locks and keys. New keys will be issued to personnel with a need for same. See ED RYAN and CHARLIE BLAKE for key application forms.

Please be sure to carry your membership card if you are on the property at times other than our normal work days. We have asked for increased patrol checks from the Sheriff's Department. They now know what our cards look like, and will ask anyone found on the property without one to leave. Thanks for your cooperation.

Work Safely!

April Roll Call

Timecards were turned in for work by the following people for the period from March 7 to April 19. Work during this time included unloading donated material at Shinn St., repairing PLA equipment, and switch and track work at Brightside. If more than one day was worked, the number of days is in parentheses: B. Adam(2), G. Adams, B. Andrews(5), R. Antonio, C. Barnes, B. Berger(4), M. Bozzini(8), D. Burla, L. Chiamonte, G. Child, J. Cox (4), D. Day(3), C. Dougherty, A. Fowler (6), G. Gavaletz(2), B. Graham(2), P. Grisho, C. Holumbo, B. Huie, M. Iverson, M. Maksel (2), R. McAlister, M. McQuaid(2), K. Munro(2), M. NeSmith, H. Norleen(2), P. Orth (5), F. Otto, S. Otto(2), F. Presley(8), A. Ramsay, L. Reimers(4), E. Ryan (5), W. Schoctes(2), J. Schrufer, P.A. Schulze (6), B. Shepner, A. Siegworth, J. Serrine, S. Slabach(9), T. Slabach, M. Snyder, A. Teruya, S. Wade, B. Wang, C. Walters, J. Williams(2), M. Wilson, B. Wise.

PLA Meeting Entertainment Update

By Mike NeSmith

For those of you who missed it, the entertainment for April was a superb slide presentation featuring Brazilian transportation. It was presented by JOHN KIRCHNER, co-author of *The Southern Pacific of Mexico*. The presentation held the audience spellbound for nearly an hour.

Interestingly enough, one of John's subjects, the 2-10-4's of the Teresa Christina Railway, is also featured in an article by Karl Zimmerman in the May issue of *Trains*. Although all of the tiny Texans are currently out of service, it appears that the Brazilian government has decided to keep Teresa Christina in steam, and one of the 2-10-4's, #313, is currently being rebuilt.

In line with the policy of providing big

name, blockbuster entertainment whenever possible, Ted Wurm returns in June with a presentation on the narrow gauge railroads of New Zealand and Tasmania.

New Zealand has had some intriguing steam power, both imported and home-built. This writer had the experience of riding behind a Ja class 4-8-2 between Christchurch and Dunedin on the South Island. Built as go-anywhere locomotives (maximum axle loading of eleven tons), these mini-mountains were used in both passenger and freight service. North British Locomotive built the originals in 1939, and copies were built by the Hillside shops as late as 1956. Some were also "streamlined" for a time. Always hand fired, except for some oil burners, these locomotives were last used hauling the South Island expresses as late as the early 1970's.

PLA Talks To Old Rails

By Ed Ryan

On Sunday April 26, General Manager PETER SCHULZE, ED RYAN, and LIZ REIMERS gave a presentation on the PLA and the NCRy to the Bay Area Chapter of the Old Rails Association at the Blue Dolphin Restaurant in San Leandro. This was the Old Rails meeting, and over 100 people attended.

The presentation included a slide show, talk, and question and answer period. Several folks indicated their interest in the PLA and the museum operation. We discovered in attendance Jim Maxwell, who, although retired off the SP, spent some time on the Pickering, fired for Manny Marshall, and worked on our #1 and #5 Heislars. Walter Griffin, Old Rails president, worked for a while on the California Western and was qualified on our #M-200.

We thank the Old Rails Association for the opportunity to tell the PLA story to such a fine group of railroaders.

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.

Making Tracks

The following contributed money to the current pledge drive, "Making Tracks" during the last part of March and the first three weeks of April. An * denotes a contribution of \$100 or more: Virgil & LaVada Staff, Mike Snyder*, Herb Norleen, Howard Wise, Steve Slabach, Robert & Velma Harreschou, Charles Givens, Mike NeSmith, Madeline Iverson, Edward H. Meyer, Alfred J. Fisher, Michael A. Carlisle, Donald J. Brundage, Jr., Sam McCracken, Edouard Lagache, James A. Hudkins, Christopher V.A. Schmidt, Charles A. Jellison, Ron Peterson*, Stephen Clearwater, Alvon J. Thoman, Samuel G. Weeks, George W. Rogers*, Ted Wurm, Peter Goodier, Clayton J. Guest, John W. Gates, Robert Caletti, Al Harvey, Al Fowler, Robert McLaughlin, John & Ninya Follansbee, Donald E. Tustin, Stephen J. Buchner, William Radcliffe, William C. Williams, Curt L. Brohard, and L. Harrison.

Applications for Associate Membership may be requested from the Membership Secretary. All applications must be endorsed by two members and be returned with \$17.50 dues for the first year.

To be eligible for Active Membership one must have been an Associate Member for at least six months and have regularly attended meetings in that time. The number of Active Members is limited to insure a quorum at club meetings.

May Meeting

To be considered for Associate Membership: Lesley Clark of San Leandro, Matt Grebe of Sacramento, Wilbur Hamilton of Los Altos, Barbara Humes of Berkeley, Roger Levenson of S.F and Craig Miller of Oakland.

Entertainment will be members' slides of the recent Railfair in San Francisco. If you were there, this is your opportunity to bring your best slides and show them off.

NOTICE TO ASSOCIATE MEMBERS: If you receive a "Yellow Board" notice with your Club Car this month, your annual dues of \$17.50 are now due. At this time your dues are a major source of revenue so please pay your dues on time.

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

PLA Calendar

May. 15 Regular Meeting
May. 16, 17, 23, 24, 30, 31 Work Parties
May 25. Memorial Day
June 1. Deadline, June Club Car
June 6 & 7. Work Parties
June 8. Club Car Goes to Printer
June 13 & 14. .Work Parties, NCSRy or CP
June 19Regular Meeting
July 17Regular 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).

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.
 - 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.
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