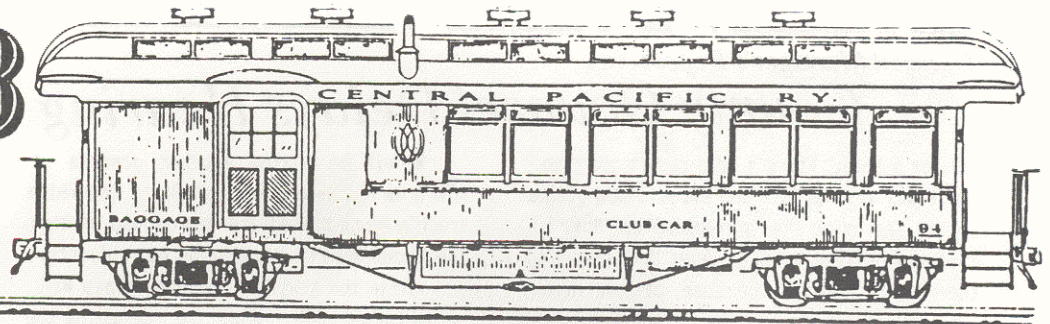


THE CLUB CAR



Bulletin #293

Pacific Locomotive Association

November, 1987

PLA'S ROYAL HUDSON SPECIAL

[Editor's Note: One of the pleasures of the PLA's Cariboo Steam Special was meeting Dick Murdock, retired SP steam locomotive engineer and author ("Smoke In The Canyon" and "Early Call For The Perishables" among others). He graciously offered to let us use his account of our trip behind the Royal Hudson.]

By Dick Murdock

October 2 and 3 was an adventurous trip into the past for 114 steam aficionados behind BC Rail's stunning Royal Hudson #2860, a 4-6-4 resplendent in maroon and silver and sporting double tenders with impressive imperial golden insignias.

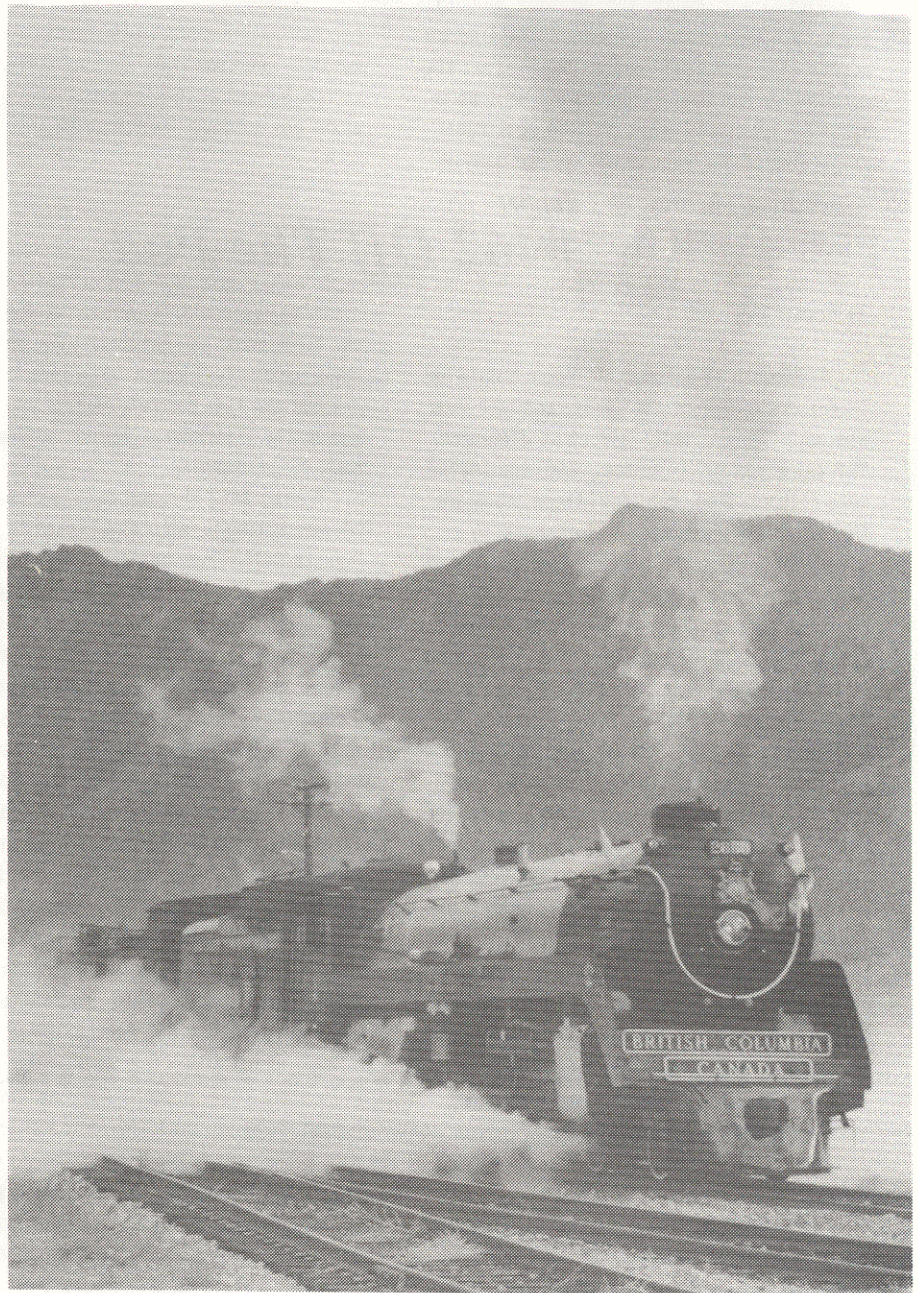
Not everyone was happy that Alco Diesel #644 was cut in ahead of the 5-car passenger consist to be operated if needed by remote control from the steam engine.

"Spoils the looks of an otherwise perfect passenger train," I heard one shutterbug say.

The occasion was PLA's first Cariboo Steam Special from North Vancouver to Lillooet, B.C. and back. My wife Jayne and I claimed space in a broad-windowed coach named "Brandywine Falls". We shared everyone's air of excitement as fans swarmed over the train snapping pictures, particularly of #2860 as she sat panting lightly. A beautiful day was in the making with 158 miles of spectacular, majestic mountain splendor to be sliced through in magnificent fashion.

I climbed to the cab of #2860. It was jammed with people, but I was able to sit in the hogger's seat while Jayne snapped a

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Royal Hudson #2860 took a PLA-sponsored group through 300 miles of Canadian wilderness. Here it gets ready to leave Lillooet on Saturday, October 3.

General Manager's Report

County Counsel Delays Hearing

[Editor's Note: Frank's GM's report for this month was written with the expectation of the County approving the agreement on Nov. 10. That was delayed until at least December 1 by the County Counsel because of continuing legal difficulties with local landowners and their attempt to gain possession of the right-of-way. Frank asked that the following notes be put into The Club Car.]

This latest delay for Alameda County Board of Supervisors review of the license agreement for Niles Canyon means that the earliest we can begin operations will be in March or April, and this will be contingent on getting larger work crews in the canyon.

Operations Manager's Report

#462 Off The Pad

By Dexter Day

The month of October at Point Molate is by far the nicest of the year, and this year was no different, well, almost no different. The grass was still yellow, and the leaves were falling from the few trees that are there, but yet something had changed.

As I stood at the beach park and looked down the right-of-way, well lets say the track, it all seemed a lot shorter than I remembered. Mother Nature had taken over after all those years we worked to keep the Castro Point Railway in operation. It occurred to me that in model railroading you start with nothing, build the railroad, and then add Mother Nature to complement it. Here we have a railroad, but you have a hard time finding it. This started our October operation at Point Molate for the move of engine #462 off the Naval Fuel Depot.

The Navy requested that we get the engine off the pad area by the end of September, but, due to construction work on

We will be getting another gondola of OTM from the Union Pacific Rr. The White truck's front brakes are now in and working. The backhoe has been digging out culverts.

Within the next few months, a map will be published in The Club Car detailing the locations of the landmarks in Niles Canyon.

At the November meeting a revised budget of \$51,500 for the current fiscal year will be submitted to the members.

The debt of scrap to Levin Metals for the ex-Santa Fe cars has been paid off, but we still owe them over 70 tons for rail.

On behalf of the board I would like to wish you a Happy Thanksgiving.

the base, we couldn't move the engine until the first week in October. We took this opportunity to respot the interchange and set out the flat car full of rail to the west end of the interchange so we could unload the rail for scrapping.

Moving #462 through the base was almost like escorting a reflagged tanker through the Persian Gulf. The engine and crew ran into soft track, ditches for pipe dug along the track, dirt piles with pallets and sand bags, a palm tree, flangeways blocked with black top and rocks, big weed bushes and over grown berry vines. Well, the engine made it and now is sitting on the north end of the base under a watchful eye 24 hours a day.

By the time you read this, and if everything goes as planned, engines #4, 5, 7 and 462 should be at their new resting spots and the last major operation on the Castro Point Railway will be over.

I would like to thank the following for their steady support and dedication to this October operation: R. McALLISTER, T. FLIPPO,

MEMBERSHIP AND FUND DRIVES UPDATE

By Alan Teruya

The Membership and Fund Drives are moving forward with mixed results.

Quite frankly, when the membership drive was conceived I didn't know what to expect. Membership applications were sent out with The Club Car last year and we didn't get much response. This year, however, we seem to be doing much better. At the November meeting we will be voting on 18 applications, most of them from the membership drive.

Also, you have until the December meeting to take advantage of the half-price sale on Life Memberships. The Life Membership program only pertains to dues; Associate or Active member status will still be governed by the applicable rules. The Finance Committee proposed the sale in order to raise money. The sale price is \$250 (\$125 for seniors).

Unfortunately the current PLA fund drive is not doing as well. Although people are giving to the PLA, including some donations of \$100 or more, we are still a long way from meeting our immediate needs with the insurance and backhoe payments coming due soon. An anonymous donation of stock (sold pre-crash) and a payment from the Sacramento for use of #1269 will help, but with a lot of work left in the canyon, any donations will be greatly appreciated.

B. WISE, P. ORTH, C. HOLOMBO, S. SLABACH, F. PRESLEY, R. ADAM, D. BURLA, and J. EVANS.

Once the lease from the county is signed, I will discuss more on the new Niles Canyon Railway operation with you all. Mean while, think positive, think railroading, our fun is just beginning for the future of this organization. Until next time, have a good month.

PACIFIC LOCOMOTIVE ASSOCIATION BOARD OF DIRECTORS

The Club Car

- President Michael McQuaid, (415) 846-4082
- Vice-President. Madeline Iverson, (408) 727-7230
- Recording Secretary Brian T. Wise
- Membership Secretary. Jim Evans
- P.O. Box 451, Burlingame, CA 94011-0451
- Treasurer Burneda Koenig
- General Manager Frank Presley, (415) 796-3094

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

FUND DRIVES

The following contributed to the current PLA fund raising drive (An * denotes someone who donated \$100 or more: Alfred J. Fisher, Paul Gardner, Alvon J. Thomas, Clayton J. Guest, Bruce Badzik, Christopher Schmidt, Robert M. Hanft, John Wurster, John David Walker*, Edward H. Meyer, Barney Emerson, Richard Anderson, Raymond Pilot, Aztec Manufacturing, Bud Owings, J.A. Easton*, Richard Smith, Leland W. Langford, Richard Higgins*.

The following contributed to the Back-A-Hoe fund: Dexter Day, Paul Williams, Brian Wise.

Special Treats At Nov. Meeting

By Madeline Iverson

The connotation of being a "guinea pig" is usually negative; however, at the November meeting the opposite will be the case. CONNIE LUNA, one of our newest members but a long time supporter, is going to sell several of her desserts that she hopes to sell in our gift shop in Niles Canyon.

Among the train related food items she will sell at the break are her "Perfect Lemon Accent", "Niles Canyon Trifle", "Apple Pie Express" and "Pineapple Upside-Down Special". The "Accent" is her scratch-built lemon meringue pie. The "Express" is her apple pie with a train-top crust. Her "Special" is an upside-down cake resembling a headlight, and the "Trifle" is a mouth-watering dessert with a sherry base. All of these items make large individual servings or can easily serve two people. They will be sold for \$2 each, with all proceeds going to the PLA.

Connie will spend days preparing these items, but she says it is her way of helping the club. "I don't work on rail or plug ties," Connie laughingly says, "That's not for me. What I can do well is cook and bake. I used to have my own catering business, and I'd like to do something like this for the PLA." Connie has catered dinners and picnics for groups like Bay Area Electric, but she has been so busy in the family travel agency that she has little time. She says that for the PLA though, she will make the time.

Connie has also agreed to take orders from members for take-home purchases at subsequent meetings.



"Bones" Andrews measures the underframe of the AT&SF car at Oakland Army Terminal. This car was converted by AT&SF into a tender for a crane and will be used in Niles Canyon as an open air observation car.

Photo by Jim Evans

Company Store Report

By Carol Sullivan

Thanks to BILL HALLOWAY's donated books, we've taken in \$150. The remaining books will be at the November meeting.

Also at the meeting will be our newest books, Northwestern Pacific Vol. 1, Stindt back in print, and Night Trains of the SP, in print at long last. Also new: boxed glasses and tankards from Great American Products. (I think GAP's glassware and black ceramic coffee mugs would look great with a pewter, bronze or brass PLA logo!) More new: rubber stamps of RR logos and engines and stuff, including what looks like our C.P. #223. Christmas Cards will be at the meeting too: Eight mostly-Calif. RR sketches by George

Mathis, \$6.90/set (+ \$1.25 by mail).

DAVE WHITE came through with info about a lantern parts source . . . LIZ REIMERS, FLO & JIM NOBLE, BRIAN WISE, AL AND MARIAN HARVEY, and ALAN RAMSAY did PR and sales at the Great American Train Mart 10/25. We did OK, but attendance was pretty low considering the quality and variety of exhibitor items. Hope turnout improves for the Great American Train Show at the Oakland Coliseum on Dec. 19 & 20.

Meanwhile, LIZ and FLO continue with booths at flea markets.

Mystery arrival in my mail: 3 nice slides of SP #617, Pickering #12 and Sierra #3; blurred postmark and no address or note inside! Shall we put them up for bid?



Above: PLA Members on the rear platform of the "Britannia". Front row (l to r): Henry Luna, Randy Kirkbride, John Follansbee, Marian Harvey, Al Harvey, Alan Teruya. Second row: Unknown (sorry), Jim Dinkey, Mike NeSmith, Ed Ryan, Mike Strider and Liz Reimers. Left Below: A crewman greases the #2860's drive gear. Below: #2860 returns from watering at Squamish and moves back to its position in front of #644. Opposite Page: The train moving along a ledge above Seton Lake.

Photos by Alan Teruya



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picture from below. Engineer Ken Mason was sharing fireman Fred Belding's seatbox allowing photographers free reign.

The Cariboo Steam Special whistled off in a most nostalgic manner at precisely 8:50 a.m. Our adventure was underway!

The sleek Royal Hudson set a lively pace along the eastern shore of Howe Inlet, her staccato exhaust echoing off elaborate homes with lovely gardens. Such scenery! Aisle traffic was heavy as those with cameras, videos and sound equipment plied from baggage car to observation. It was a cozy train with its two coaches plus a baggage, snack and lounge car.

At MP 11 our train entered Horseshoe Bay Tunnel, a spectacular 4200-foot bore, the longest on the passenger line. At Brunswick, MP 19.3, the Cariboo Steam Special took the siding and met southbound freight No. 18, Engine 722 on the point, at 9:50 a.m.

None of us riding the coach "Brandywine Falls" was exactly sure when or how they developed, but the distinctive pounding of flat wheels was evident at our end of the coach.

"I heard them out of North Vancouver," said mechanical engineer Jim Dinkey of Palo Alto. His wife, Ro, agreed. Jim maintains the backhoe for the PLA.

Enter amiable excursion guide Henry Luna of Key Tours, Walnut Creek. "We're going to set the car out at Porteau Crossing," he said, "so please move your luggage. We'll still have plenty of room."

The switching movement took place at 10:30 a.m., MP 26.2, our Cariboo Steam Special resumed travel at 10:45 and arrived in Squamish, at MP 39.3 at the head of Howe Sound, at 11:23. Here the first roll-by was staged to the delight of many photographers and sound experts. They lined up everywhere as the train backed down and came forward at a lively pace as shutters clicked.

At MP 65.3, railfans were able to glimpse from above 280-foot Brandywine Falls, an incredible sight. Alta Lake and Whistler were next, a renowned B. C. recreation area of impressive size and grandeur. This is the summit of the rail line.

We pulled into Pemberton at 2:45 PM, MP 94.7, and stopped for our second run-by. It's a rustic little mountain town with high snow-capped peaks to the south. Here thirsty tenders were filled with a small hose that took a lot of time. Jayne and I conversed with friendly Indians prior to the roll-by. The train departed Pemberton at 3:42 PM.



At D'Arcy, MP 122.8, we took the siding for a southbound freight holding the main. Soon thereafter, the Cariboo Steam Special skirted Anderson Lake's 13-mile length. It is deep, clear and spectacular. Then, in the fading light of day, our train edged 11-mile long blue-green Seton Lake, its pale jade color a result of glacial silt. From MP 148.5 to the end of the lake, our train was paced by a speedboat.

Day One's exciting trip ended as the Cariboo Steam Special drifted to a smooth stop at Lillooet, MP 157.7, 7:30 p.m. and the group was royally greeted by the costumed gracious folks of this colorful, historic mountain community.

That evening we were entertained by a group of six Can-can dancers and a family of Salish Indian dancers.

By the next morning, the southbound passenger extra had a replacement coach which gave us room to roam and see the things we'd missed the day before. It was raining as we skirted Anderson Lake giving the mountainous terrain an altogether different look.

And now we found more time to get acquainted. I visited with electrician Frank Donnelly, B.C. Rail brakeman Bill Chapman, and PLA members Mike Strider, Mike NeSmith, Ed Ryan and Alan Teruya. Jayne and I also enjoyed the company of Helen Russell of Corona del Mar, Carl and Inez Rhodin of San Leandro and Allen Shipman of Redding.

The highlight of the return trip was when tour guide Henry Luna lost his cap off the observation car at MP 106.

"We bought him another," said Alan, "and attached a chin string and a streamer saying, 'If found return to Henry Luna, c/o Key

Notes on the Royal Hudson Trip

By Alan Teruya

Some notes on the Cariboo Steam Special:

--The story floating around after the "Brandywine Falls" was put out was that the crew thought a brake had locked up going into a siding, flattening the wheel.

--The helper locomotive was Montreal Locomotive Works (Canadian builder of Alcos) M420W #644 (Ser #M-3838). B.C. Rail wanted it put on to provide dynamic braking, but it also helped out on some of the 2.2% grades.

--The passenger consist leaving North Vancouver on October 2 was baggage "Prince George", lounge "Resolution", coach "Brandywine Falls", coach "Lone Butte" and lounge-observation "Brittania". On the second day the coach "Sundance" replaced the missing "Brandywine Falls".

--At Seton Portage (between Anderson and Seton Lakes) a sign on a fence proclaimed "Welcome Royal Hudson, US Train Buffs" and people were waving maple leaves.

--The mascot of the Royal Hudson is a big stuffed bear named "Bunker C."

Tours, Walnut Creek, California."

Our friendly conductor for the entire trip was Les Maxwell. The Cariboo Steam Special arrived back at North Vancouver at 6:20 p.m. after which those inclined toured BC Rail's shop for steam locomotives.

And so ended an altogether rewarding, wonderful and well organized excursion thanks to the Pacific Locomotive Association.

November Meeting

Eighteen people will be considered for membership at the meeting: Scott Bimrose of San Carlos, Henry Ellery of Westley, Barney Emerson of Concord, George Freisleben of Belmont, Walter J. Griffin, Leonard Leavitt of Hayward, M.I. Lichtenstein of San Carlos, Craig Matoza of San Leandro, Andrew Morrison of Saratoga, William Morrison of Allenhurst, N.J., Richard "Dick" Murdock of Ross, John Piere of Watsonville, Howard Samarin of San Lorenzo, Bob Schoepner of Burlingame, Jim Silveira of Concord, Fred Van Bebber of Tracy, Mark Whitman of San Carlos and Michael Williams of San Leandro.

Entertainment for the meeting will be sound movies by Chris Holombo of N&W Y6 2-8-8-2 #1218 and Class J 4-8-4 #611 out of Roanoke. Chris has shown sound movies at our PLA meetings in the past and has received many compliments. It should be a great show.

PLA Calendar

November 20Regular Meeting
November 30 . . Final Club Car Deadline!
December 18Regular Meeting
 And Annual Pot Luck Dinner
December 19,20 Great American Train Show
 Oakland Coliseum
December 25 Merry Christmas!
January 1 Happy New Year!
January 15. Regular Meeting
January 24. . . Great American Train Mart
 Solano County Fairgrounds, Vallejo

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.

Work parties meet each Saturday and Sunday at Brightside in Niles Canyon. Take Hwy. 84 west from Sunol and I-680 or east from Mission Blvd. in Fremont. Meet at the tool car (visible from the highway) at 9:00 on Saturday and Sunday mornings.

For work projects in Niles Canyon please contact General Manager Frank Presley (415-796-3094) for details. For projects at Castro Point contact Master Mechanic Ray McAllister (415-479-5249).