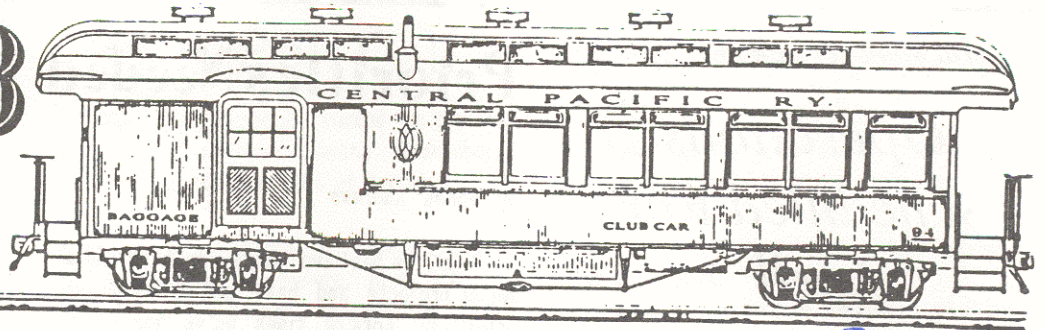


THE CLUB CAR



Bulletin No. 279

Pacific Locomotive Association

Dec
September 1987

HIGHBALL! PLA Gets County Approval

By Mike and Salli McQuaid

On Tuesday, December 1, 1987, the Niles Canyon Railway changed from an entity that only existed on paper to a reality. On that date the Alameda County Board of Supervisors, headed by Supervisor ED CAMPBELL, approved our real property license agreement.

For nearly five years the PLA has worked to establish the former Southern Pacific right-of-way through Niles Canyon as our operating railway museum. Since May, 1986 PLA members have fought to keep the right-of-way intact and prevent its deterioration and erosion. The most obvious work was the placement of over four track miles of rail. Less obvious was the cleaning and plugging of four miles of ties.

Passage of the license agreement marks the culmination of five years of effort to convince various political bodies that the Niles Canyon SP right-of-way should be preserved as a railway line and that the PLA should operate a railroad museum on it.

Special thanks go to the many members of the PLA who contributed time examining the agreement, appearing and speaking at public hearings, providing input for the environmental assessment, and petitioning politicians. STEVE SLABACH shared legal advice that was instrumental in formulating the agreement. CRAIG WILSON put together the environmental assessment artwork.

Without the support of Supervisor ED CAMPBELL and the Alameda County Public Works Department, especially JOHN FENSTERMACHER, our efforts would not have succeeded. These men guided us in drafting plans acceptable to the communities that will be affected by our museum: Sunol, Fremont and Union City.

The license agreement is a lease for the right-of-way between Mission Boulevard in Niles and Verona Road, just west of Pleasanton. The right-of-way is 9.3 miles



With Alameda County Board of Supervisors approval of the PLA's license, we're on our way to having our trains run in Niles Canyon as SP's "East Pleasanton Turn" did in 1968. The highway bridge to the left is Hwy 84. (Photo by Joe A. Ward)

long and averages about 200 feet wide for a total of 225 acres. The term of the lease is 15 years, with the right to renew for ten additional years. In return, the PLA will pay Alameda County \$50 per month plus a sliding percentage of our gross operating income from canyon operations. The percentage does not include membership dues, company store sales away from the canyon, or other outside fund-raising activities.

The major condition of the lease is that the PLA will construct an operating railroad museum for public use and enjoyment. We may, following normal requirements, build and construct shops, depots and other structures necessary to support our operations. We cannot disregard State and Federal laws regarding environmental issues. We must keep

the right-of-way clear of weeds. but the County has agreed to spray the area annually. Compliance with applicable Public Utilities Commission regulations regarding clearance, crossing protection and track conditions is mandatory. We are required to publish a PLA rule book - currently being authored by Operations Manager DEXTER DAY - and to adhere to these rules.

Now work to complete the line can begin in earnest. Within four months we plan to replace 500 missing ties, place the second rail for the two miles between Sunol and Brightside, spike both rails, clear a loading and parking area in Sunol, and move in construction and operating equipment.

The red blocks have been removed. HIGHBALL!

General Manager's Report

Operations Scheduled For April

By Frank Presley

Congratulations to all. The Alameda County Board of Supervisors has approved our license agreement to operate the Niles Canyon Railway. Work has begun on the completion of the first two miles of track and get into operation. There is a lot of work that will have to be done to start operations in April.

Why April? Well, I have calculated it will take three months to replace enough missing ties to operate between Brightside and Sunol. In addition, we must line and spike two miles of track, complete three switches, clean up some drainage, build a ramp and move and read #M-200. With everyone's help, I'm sure we can do it. By the time you read this the push cars will already be in the canyon moving up the line.

Items of Note:

--STEVE SLABACH and DAVE BURLA have repaired the White truck. It even dumps!

--By the time you read this, four locomotives will have been moved from Richmond to Fremont. Well done, Mechanical Department. Thank you LOU BRADAS for your efforts.

--HOWARD WISE, DEXTER DAY, AL FOWLER, TIM FLIPPO, JEFF OTTO, RON BROWN, and GARY MINTON have almost completed the roof repairs on the Harriman cars.

--KARL KOENIG has been appointed to supervise #1269 in Sacramento.

--The gondola of O.T.M. has been delivered, emptied and returned to the UP. The promised track bolts did not appear, but 53 pieces of 85 lb. rail did. We used the boom truck to unload it. Thanks to BONES

Priorities Needed

By "Bones" Andrews

Over the past two years we have had a lot of projects and have had to establish priorities. Lots of times we've had other jobs come up where we had a time limit so priorities were changed. Altogether we have done a fairly good job considering manpower and money, but I think we have overlooked a most important job and that is the Santa Fe tool car now at Brightside.

Its been there one year and the mechanical end of the project will be done as soon as we drop it on its trucks. However, all I've heard about the cosmetic work is that it can't be done until the tools are moved out. That is true as far as the insides are concerned, but it looks to me like many, many man hours of work are needed on the outside.

We have to realize that this will be the first car the public will see and the looks will represent what kind of work we do as an organization.

Luckily we have five or six months before it goes into service, but with rainy weather ahead I think now is the time to get busy on it.

With all our members, I'm sure there are enough people, carpenter, painters, job planners, etc. to get this job done so we can all be proud of it.

ANDREWS, LIZ REIMERS, JEFF OTTO, AL HARVEY, MIKE BOZZINI, MIKE SNYDER, ED POWELL, ALAN RAMSAY, PHIL ORTH, MIKE McQUAID and CHARLES BARNES for their efforts.

My apologies to those I have overlooked.

I hope your holiday season is a special one filled with family and friends. Merry Christmas and a Happy New Year.

Take Stock In The NCRy

Donations to the Take Stock in the PLA and Back-A-Hoe funds were great in October and November. Since its announcement in September the Take Stock in the PLA fund has taken in over \$2400.

The following contributed to the PLA between late October and December 3. Because this list contains contributions during of a period of more than a month, several names will appear more than once because of the number of contributions made in this time. An asterisk denotes a contribution of \$100 or more: Aztec Manufacturing Co., Ray McAllister, Sam McCracken, Richard Baiz, Rodwick Bich, Timothy Low, William Garner, T.G. Wurm, Donald Tustin, Thomas Jones, Ralph Bennett, John Follansbee, Michael Carlisle, Peter Goodier, Frank Summers, Robert & Velma Harreschou, John Bradley, Cara Vaughn, Gordon Atkinson, John Admundson, Henry Principe, Craig Miller, Stephen Slabach, Gary Richardson, Peter Goodier, David Tilson, William Murray, Edward Meyer, Edouard Lagache, Craig Miller, Gordon Atkinson, Alan R. Ashe, Alfred S. Harvey, Clayton Guest, Ben Badaracco, Henry Prince, W.E. Wells, Charles Barnes, A. Douglas Fleisher, Alfred J. Fisher, M.D., William Radcliffe, Stephen Slabach, Timothy Low, William Morrison, Ray Martin, W.E. Raab, Almon Thoman, C.H. Gerieus and Assoc., Ralph Kerchum, Michael Carlisle, Timothy Low, Edward Meyer, Richard Simonsen, Ray McAllister, Robert Harreschou, Donald Tustin, Sam McCracken, Thomas Jones, Aztec Manufacturing Co., Craig Miller, Charles Barnes, Richard Anderson, John Gates, Robert Kramer, David Simmons, Philip Dunlap, Eugene Hines, William Brown and Richard Nichols.

PACIFIC LOCOMOTIVE ASSOCIATION BOARD OF DIRECTORS

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- 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

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.

It was fun! AJ2

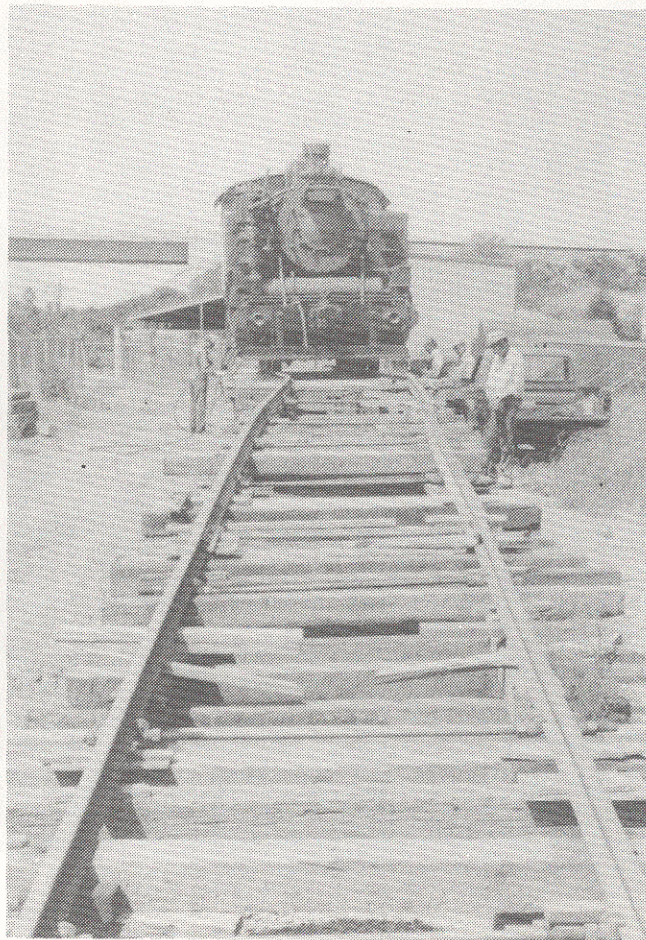
Editor Alan Teruya
744 Olivina Ave., Livermore, CA 94550
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Two Years of Transition

It's been two years since a PLA whistle blew for passengers at Castro Point. In the time since then we may not have run many trains, but we've kept pretty busy. Some of our accomplishments were (in no particular order): Clearing the pad area of equipment and debris accumulated over 18 years; sending #2 and #12 to STEAMEXPO at the World Expo '86; laying the first single rail (and all the rails after that) to protect the ties in Niles Canyon; unloading all of the gondolas of rail and OTM generously donated by the Union Pacific Railroad; taking the Fairmont speeder to the Redwood Festival in Oakland's Redwood Park; bringing back #1 (our Heisler #5's twin) from Monterey after it sat rusting for years behind Cannery Row; an excursion behind ex-Canadian Pacific #2860, the Royal Hudson; moving some of our locomotives and rolling stock to storage with moves donated by the Santa Fe and the Southern Pacific Railroads; tearing up rail at Castro Point; numerous P.R. appearances at flea markets and train shows; and taking the #3 to the Railfair along the Embarcadero in San Francisco.

Now that we've got the license to run and the Niles Canyon Railway is a reality, we can look forward to steam whistles again echoing through the canyon. However let's not forget the numerous PLA workers who kept us going over the past two years. These photos are dedicated to them.

Left: Unloading #2 after its return from STEAMEXPO. Below: A line-up of equipment (including all five operating steam locomotives) on the upper pad. (Photos by Jim Evans.)

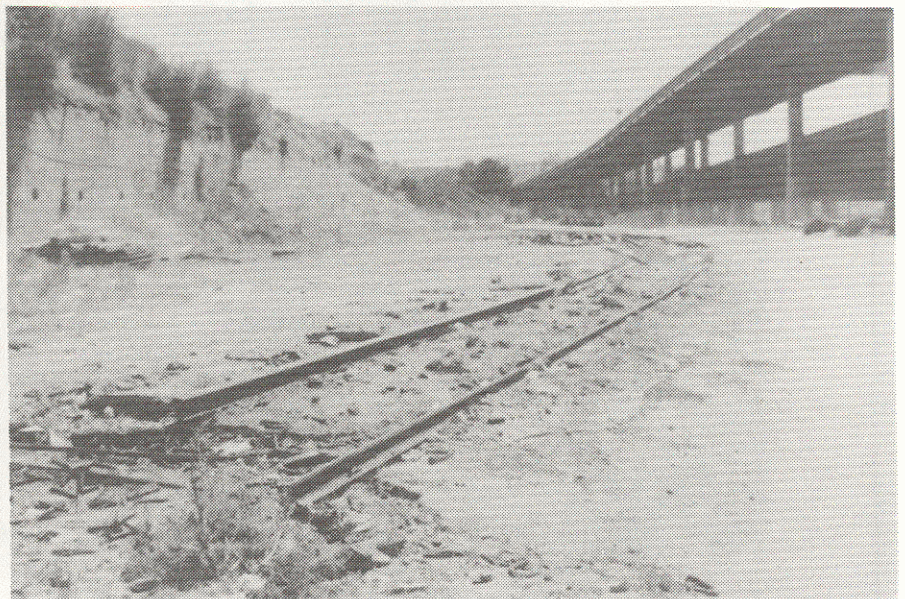


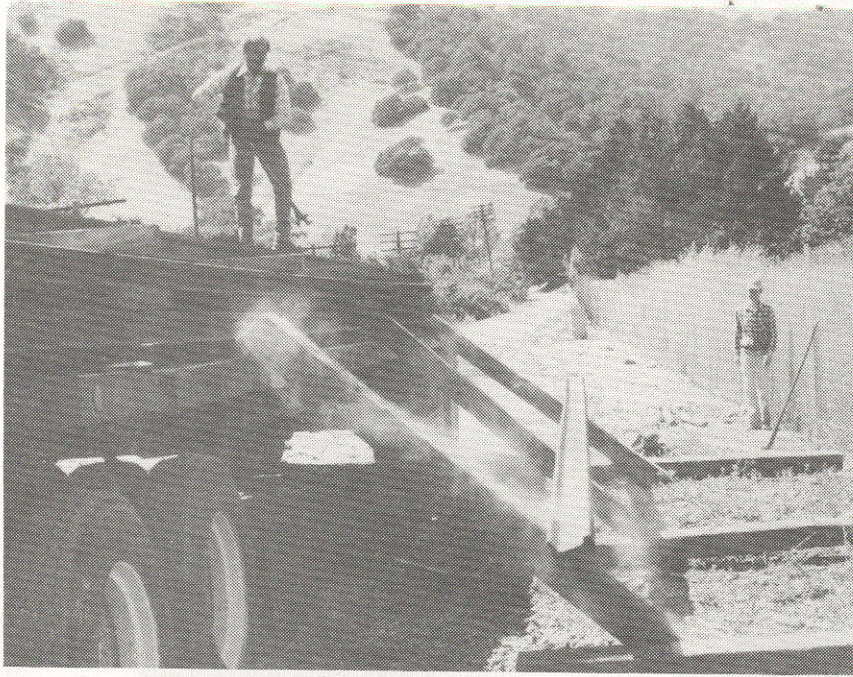
December, 1985 - December, 1987



The Castro Point Railway: 1967 - 1985

Above: Digging up ties at Castro Point. Below left: Weeds soon surrounded the equipment in the area they were stored off of the pad. Below: Track being torn up near the Richmond Bridge. (Above photo by Jim Evans. Below photos by Alan Teruya.)





The Niles Canyon Railway: 1987 - ?

Above: The first rail dropped off in Niles Canyon. Above right: A work crew pivots a rail into position. Below: The first PLA crew that worked on building the Niles Canyon Railway. (Above photo by Jim Evans. Right photo by Alan Teruya. Below photo by Ed Ryan.)





Above: Preparing to move #1 from its resting spot behind Cannery Row. Below: At Fremont yard, sorting spikes and tie plates donated by the Union Pacific Railroad. (Above photo by Jim Evans. Below photo by Alan Teruya.)



Nov. Meeting

By Brian T. Wise

I'm sure I wasn't the only board member who noticed that there seemed to be an unusually large number of people in attendance on November 20. This was probably due to the incredible assortment of baked goodies that were for sale, thanks to CONNIE LUNA. An increasing attendance was also reflected in the number of new Associate Members that were voted in: Eighteen. They are: SCOTT BIMROSE, HENRY ELLERY, BARNEY EMERSON, GEORGE FREISLEBEN, CRAIG MATOZA, ANDREW MORRISON, WILLIAM MORRISON, RICHARD MURDOCK, JOHN PIERRE, HOWARD SAMARIN, BOB SCHOEPPNER, JIM SILVEREIRA, FRED VanBEBBER, MARK WHITMAN and MICHAEL WILLIAMS. In addition, there were two new Life Members, MIKE SNYDER and WILLIAM SPENCER. Also, Charter Member C.G. HEIMERDINGER, JR. was recognized for his membership status since 1961.

HENRY LUNA announced an excursion on Amtrak's "San Joaquin" and "Coast Starlight". The return trip up the coast will be on the private dome-lounge-observation car "Native Son". Henry also announced that the Cariboo Steam Special earned \$2750.

Continuing the good news, the Treasurer's Report showed a clear profit and we've gotten closer than ever before to our lease agreement with the County. The hearing is set for December 1. If all goes well, we'll have a new railway museum two years to the day after the last passenger train at Castro Point.

There wasn't much bad news reported. Briefly, we still owe Levin Metals 70 tons of scrap, the back-hoe has a steering problem that could become costly, and the White Mustang truck has hydraulic problems (the tilt-bed won't tilt).

Naturally, there is always work to be done. General Manager FRANK PRESLEY commented that this includes unloading another UP gondola at Shinn St. and cleaning out a "walk-in" culvert at the west end of Brightside.

ALAN RAMSAY announced that there would be a Great American Train Show at the Oakland Coliseum on December 19 and 20. If you'd like to volunteer, please contact him. Also, remember to notify Vice-President MADELINE

PLA Roll Call

The following people worked on the PLA activities indicated during September, October, and the first half of November.

Niles Canyon and Shinn St.: Frank Presley, Phil Gresh, Steve Carpaneto, Mike McQuaid, Jeff Williams, "Bones" Andrews, Madeline Iverson, Mike NeSmith, Lou Chiramonte, Alan Siegworth, Frank Young, Brian Wise, Ray McAllister, Pat Lewis, Mike Biehn, Rich Gill, Alan Ramsay, Phil Orth, Tim Flippo, Dexter Day, George Childs, Al Harvey, Rich Thorpe, Herb Norleen, Chris Holombo, Mike Bozzini, Ed Powell, Gerry Deweese, Mike Strider, Steve Slabach, Dave Burla, Cliff Walters, Jim Dinkey, Ken Klose, Alan Teruya, Al Fowler, Mat Maksel, Rich Anderson, Jeff Williams, Craig Moitoza, Ed Chase, Jeff Otto, Wayne Scholtes, Mike Price, Bob Anderson, William Spencer, Ken Felipe, John Kelly and George Gavaletz.

Castro Point Movements: Brian Wise, Ray McAllister, Chris Holombo, Dexter Day, Steve Slabach, Phil Orth, Tim Flippo, Dave Burla, Al Harvey, "Bones" Andrews, Bob Adams, Alan Ramsay, Jeff Otto, Al Fowler, Jim Evans and Lou Bradas.

Oakland Car Shops: Dexter Day, Tim Flippo, Al Fowler, Ron Brown and Randy Minton. (This list is incomplete due to the lack of Time Sheets!)

Public Relations: Carol Sullivan, Liz Reimers, Mike Bozzini, Phil Orth, Jim Noble, Flo Noble, C.G. Heimerdinger, Jr., Alan Ramsay, Al Harvey, Bob Graham, Ed Ryan, Alan Siegworth, Frank Presley, Lisa McCrea, Mat Maksel and F.A. Dishong.

Other PLA Activities:

Motorcar MW110: George Childs

Cut Wood for #3: Al Harvey

Note to all workers: Please make sure that the person directing the work at your job location has your name written down on a Time Sheet.

IVERSON if you plan to attend the Christmas Pot-Luck dinner.

Last, but not least, the entertainment was provided by CHRIS HOLUMBO. The explosive scenes of Norfolk and Western #1218 and #611 were truly poetry in motion. Thanks, Chris.

Rent PLA Videotapes

Video Tape Rental is \$5.00/ week or rent two tapes and get the third one free. All tapes are VHS.

You can rent by mail for the rental fee plus postage for both ways.

See Charlie Blake on Saturdays at Niles Canyon or at the monthly meeting. Call him at (707) 552-2394 after 5 PM. to reserve tapes. Order tapes by mail by writing to him at 869 Oakwood Ave, Vallejo, CA 94591.

Please return all tapes after one week.

1. Destination Tokyo (WWII)
2. N&W Class-J #611
3. The General (movie)
4. Thunder of Steam in the Blue Ridge
5. The Cass Scenic Railroad
6. Farewell to Santa Fe Steam
7. Hurricane Express (movie)
8. Chattanooga Choo-choo (movie)
9. Steam Over Sherman
10. UP 6900's: The Centennials
11. C&O 614T Coal Tests
12. Danger Lights (movie)
13. Diesel on the UP
14. Classic Railroads (PLA's Engines #2, #4, and #5)
15. Double Heading on the Sierra
16. Once Upon the Wabash
17. Legend of the Rio Grande Zephyr
18. Union Pacific Steam, 1981
19. Union Pacific Challenger #3085
20. Rio Grande Work Train, 1981
21. Southern Pacific Daylight, #4449
22. Railfair '81
23. The Best of '84
24. Rail to Richmond (NRHS 1983 Convention)
25. Kansas Pacific (movie)
26. Private Varnish
27. BC Rail
28. Best of '85
29. Union Pacific (movie)

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.

Dec. Meeting

Thirteen people will be considered for membership at the December meeting: Roger Born of Monterey, Jack Brown of Sonora, Shumway Fawver of Pleasanton, Ed Gaertner of Carson City, NV, Robert Gaut of Dublin, Billy R. Newman of Pleasanton, Roland Sellis of Sylmar, Pat Smailey of Redwood City, Stuart Sterns of Lake Forrest, Roger Tyler of San Francisco, Charles Whitcher of Stanford, Major Brooks C. Wilson of (USMC Ret.) of Alameda and Gary Zingler of Huntington Beach.

At the December PLA Board meeting the Board of Directors voted to raise the number of Active Members from 50 to 55, because some Associate Members were on the waiting list for Active Membership for many months. At the December meeting we will be voting on the following five for Active Membership:

Lou Chiaramonte, Jim Dinkey, Richard Gill, Liz Reimers and Jeffrey Williams.

This month we will have the annual PLA Potluck dinner at 6:30 before the regular meeting at 8:00. Bring a dish to share. For more information contact Vice-President Madeline Iverson at (408) 727-7230.

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

December 18Regular Meeting
And Annual Pot Luck Dinner
December 19,20 Great American Train Show
Oakland Coliseum
December 25 Merry Christmas!
January 1Happy New Year!
January 6 PLA Board Meeting
6:30 PM, St. Christopher's Church
January 15.Regular Meeting
January 24. .Great American Train Mart
Solano County Fairgrounds, Vallejo
February 19Regular Meeting

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.
