

Report

Of the Pacific Southwest Railway Museum Association, Inc.

Issue 20

La Mesa, California

November 12, 1965

EUROPE WILL BE VIEWED AT MEETING

PSRMA's November meeting is scheduled for Sunday, November 21, 7:30 p.m., at the Old Library Building in El Cajon. Meeting place is across the street from the fire station. Emil Johnson, retired San Diego Transit System motorman, and his wife will show films of their recent travel in Europe. Included will be views of transit equipment. Mr. Johnson will also show some film of SDRT's street car operation.

Although PSRMA members have supported projects and activities, attendance at meetings has not been good. Stanton Kerr urges each member to place the date on his calendar.

WORKING ON THE RAILROAD - AT MT. HELIX

When your editor stopped by Lee Adams' home on Mt. Helix, at 2:30 p.m., Sunday, November 7, he found that PSRMA's work party was indeed a work party. Ten members were busily engaged in Car 9 restoration activity; an eleventh, Charles Kent, had just departed after completing a job on the roof of the car.

Sanding of No. 9's metal side panels was the self-imposed task of Bill Wootton, Vic Koenigsberg and Dick Pennick. Terry Durkin was replacing worn out or missing sections of end and under bracing and Everette Mardock was sanding the car's end posts.

Charles Gerdes and Stanton Kerr, just returned from a late lunch, were preparing the paint spray rig. In front of the car Walter Hayward was working on the motor; Bill McCray had just pulled the pan. Lee Adams, the host, was meeting the requests of work party members.

Lee said that Car 9 ought to be in operating condition six months from now.

The Model A Ford motor has been cleaned and rewired according to Hayward. The dash had been reassembled by him and then the woodwork refinished and the controls

"gold plated" by Lee Adams. Body panels were removed and prepared for sanding and painting. Bill Wootton had added some side bracing.

Broken and otherwise damaged roof slats had been replaced and the entire roof painted with yellow jacket (a fiber glass product).

Lee Adams and friends have converted the yard track, about 100 feet, from narrow to standard gauge. Soon the blast of No. 9's horn will be heard on the slopes of Mt. Helix.

IT MAY COME TO PASS

A PSRMA committee has completed negotiations with the local management of an area cattle ranch for a museum right-of-way. The proposal has been forwarded to the "Eastern" owners. If approved, the Museum has a potential two mile plus right-of-way. Lease would provide for a minimum rental and a long term lease.

Stanton Kerr, Walter Hayward, Charles Gerdes, Louis Nigro and Dick Pennick have represented PSRMA in the negotiations. Will the proposal be approved? No one really knows.

Masterminded by Terry Durkin, the Museum has located a "for sale" American built operating steam locomotive and has filed a bid of \$2400 for its purchase. Will the bid be accepted? There is a good chance that it will.

Financing of the purchase will be by a bank loan secured by ten or more members.

Kerr said that members and friends may obtain details from Board members about both projects. Report will carry the whole story when the proposals are approved - or turned down.

Hayward reports acquisition of several hundred feet of rail. Specific details were not available at press time but they will be related in the next issue. All rail is stored at Walter Hayward's property in Lakeside.

MUSEUM OFFICIALS ARE LISTED; 1966 OFFICERS WILL BE ELECTED AT THE DECEMBER MEETING

1965 Museum officers are: Stanton Kerr, president; Wallace Duthie, vice president; George Geyer, secretary; and Charles Gerdes, treasurer. Museum operating officials are: Stanton Kerr, general manager; Walter Hayward, general superintendent; Charles Kent, master mechanic; Richard Pennick, roadmaster; Terry Durkin, storekeeper and purchasing agent; and Kent Anderson, librarian. Positions still vacant are custodian of static artifacts and chief engineer.

1966 officers will be elected at the December meeting.

DUES HAVE BEEN RAISED

Dues are now \$5 regular; \$3 associate (all privileges except voting); and up to \$1 contributing (primarily for participation in excursions).

THE "SILVERGATE" GOES TO SEA

The San Diego Harbor to Mission Bay "M. V. Silvergate" excursion was highly praised by those who were aboard. Stanton Kerr said all passengers enjoyed their voyage, particularly their travel both directions on the blue Pacific. The vessel docked briefly at Islandia Pier in Mission Bay. Wally Duthie said the trip was almost but not quite in the black. Kerr said the trip should be repeated - but with increased publicity.

ANOTHER EXCURSION TO PUERTO PEÑASCO PLANNED

PSRMA may run a repeat trip next spring to Puerto Peñasco. The train this time may be steam powered. Excursion Director Wally Duthie makes no promises but he is asking the Sonora-Baja California Railroad to make available for the excursion one of the two steam locomotives now on the line in connection with a rail replacement program.

Duthie said the proposed Santa Fe excursion to the Orange Show in San Bernardino may be dropped.

RHSofSD plans a spring rail excursion to Escondido.

ROSTER OF EQUIPMENT GROWS

PSRMA owns an operating Santa Maria Valley Railroad 12-passenger rail bus No. 9, a Model A Ford truck, an operating wig wag, several items of railroadiana, and several hundred feet of rail.

Individual members own section cars of various types. One member owns a Birney car body (SDERY 316). Two members share ownership of a horsecar body.

PSRMA MEMBERS INSPECT AND OPERATE CONVAIR RECREATION ASSOCIATION TRAIN

A 15" gauge locomotive on October 26 was thoroughly inspected - and operated - by twelve members of the PSRMA. Hosts were Tom Buckley, Ed Stevens and Leo Heyolr, members of the railroad division of the Convaire Recreation Association.

The locomotive is a mockup of a GP7 and is powered by a Chevy II motor.

Motor runs Vickers' pumps which feed oil to the four hydraulic motors. Each develops seven horsepower, a total of 28 for the locomotive.

Each PSRMA member ran the train around the one-third mile track. With skill an operator can achieve very positive control of the locomotive.

Rail is 12#. With its two cars plus a caboose the train can really get up and go - even on the two per cent grade.

RHSofSD BUILDS TRUCKS FOR CAR 54

A pair of homemade trucks have been constructed for the RHSofSD-owned car body San Diego Electric Railway 54. Wheels and axles are from a hand car. Side frames resemble the arch bar truck. Battery motors could be added. Trucks, plus some rail, are now alongside the car at the Whaley House location.

NEWS BRIEFS. 320 rode the RHSofSD October 24 excursion train to Perris. Because it had an A-B-B locomotive the train backed both ways Highgrove - Porphyry. At the Museum excursionists rode a two-car ex-Hollywood Blvd. train and also SF Muny 171. Ex-Missouri Pacific business car 11 was sold October 2 to Hastings Harcourt of Santa Barbara for \$34,000. The new owner and party came to San Diego for the ride to Santa Barbara.

PSRMA REGULAR MEMBERS
November 1, 1965

Adams, Lee B.	4880 Beaumont Drive, La Mesa, Calif. 92041	466-0681
Allan, George A.	9782 Las Coches Road, Lakeside, Calif. 92040	443-1897
Anderson, Kent	8650 Chevy Chase Drive, La Mesa, Calif. 92041	463-1651
Andert, John	585 Otis Street, Chula Vista, Calif. 92010	422-6336
Carlisle, Robert W.	P.O. Box 1663, San Diego, Calif. 92112	466-1029
Cook, W. Vernon	585 Hilltop Drive, Chula Vista, Calif. 92010	422-9086
Couch, Dwight	3174 Chollas Road, San Diego, Calif. 92105	264-1920
Coye, Robert H.	P.O. Box 3326, San Diego, Calif. 92103	276-0229
Diamond, Al	1310 29th Street, San Diego, Calif. 92102	233-0383
Duncan, Douglas	3671 Rose Lawn, San Diego, Calif. 92105	284-0333
Durkin, Terry E.	1521 West Hotel Circle, San Diego, Calif. 92110	298-0407
Duthie, Wally	P.O. Box 4081, San Diego, Calif. 92104	295-3403
Gerdes, Charles	10642 Garden Way, Spring Valley, Calif. 92077	466-1537
Geyer, George	2928 Fir Street, San Diego, Calif. 92102	234-0555
Grove, Ted	7635 Brookhaven Road, San Diego, Calif. 92114	479-2690
Hall, George	4802 Sparks Avenue, San Diego, Calif. 92110	276-2714
Hayward, Walter	12067 Riverside Drive, Lakeside, Calif. 92040	448-2954
Jensen, Cliff	Rt. 1, Box 35, Calipatria, Calif.	
Johnson, Gary	4665 34th Street, Apt. 3, San Diego, Calif. 92116	281-9145
Kent, Charles	4064 47th Street, San Diego, Calif. 92105	281-6846
Kerr, Stanton W.	10830 Fuerte Drive, La Mesa, Calif. 92041	444-8521
Koenigsberg, Vic	5573 Forbes Avenue, San Diego, Calif. 92120	582-6780
Laing, Elinor B.	630 12th Street, Imperial Beach, Calif. 92032	424-9543
Mardock, Everette	2348 Tulip Street, San Diego, Calif. 92105	281-5873
Matson, Lt. JG Tom W.	Patrol Squadron VP 24, Fleet Post Office, N.Y., N.Y. 09501	
McCray, William W.	4860 Beaumont Drive, La Mesa, Calif. 92041	466-6704
Occhiello, Larry	4079 1/2 Winona Avenue, San Diego, Calif. 92115	284-8087
Pennick, Richard	3520 Sweetwater Road, Lemon Grove, Calif. 92045	465-9911
		also 466-8209
Robbins, Larry	1846 O Avenue, National City, Calif. 92050	
Sanders, Eric	7861 Normal Avenue, La Mesa, Calif. 92041	469-1288
Sefton, Thomas W.	3910 Henry Street, San Diego, Calif. 92103	295-1515
Stodelle, Jack	4666 Ashby Street, San Diego, Calif. 92115	582-4636
Wootton, William	1828 Gateway Drive, San Diego, Calif. 92105	264-7876

HONORARY MEMBERS

Nigro, Louis V.	5751 Malvern Street, San Diego, Calif. 92120	583-6389
San Diego Public Lib.	820 E Street, San Diego, Calif. 92101	

CONTRIBUTING MEMBERS

Brewster, Mrs. R.M.	4120 Kansas Street, San Diego, Calif. 92104	284-2058
Brockman, Mr. & Mrs.	E. 2828 Upshur Street, Apt. 126, San Diego, Cal. 92106	
Cheyne, Clotilde	835 Thomas Avenue, San Diego, Calif. 92109	488-3128
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Delaney, Jack H.	P.O. Box 1171, Palm Desert, Calif.	

Driver, Mr. & Mrs. Paul	6407 Richard St., San Diego, Calif. 92115	286-1073
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Gaddie, Robert L.	B.Rte 2, Box 21, Corona, Calif. 91720	
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Langston, Mr. & Mrs. F.A.	4610 Natalie Drive, San Diego, Calif. 92115	281-6217
LauFerski, Stan R.	1128 Devonshire Drive, San Diego, Calif. 92107	222-9487
Leifert, W. A.	4415 Ashton Street, San Diego, Calif. 92110	276-1933
Maxey, Steven	5218 Javier Street, San Diego, Calif. 92117	278-5326
McCormick, Mrs. H.	2350 Torrey Pines Road, La Jolla, Calif. 92038	454-5326
Ondrovic, Ann	5067 East Mountain View Drive, San Diego, Calif. 92116	
Patrick, H.W.	647 Orange Grove Avenue, South Pasadena, Calif.	
Pitts, Shirley J.	5076 Muir Avenue, San Diego, Calif. 92107	
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Rogers, Mrs. G.	4832 Reno Drive, San Diego, Calif. 92105	
Schmidt, Mrs. Geo.H.	4121 Liggett Drive, San Diego, Calif. 92106	222-1093
Schubert, Mrs. I.L.	3512 Herman Avenue, San Diego, Calif. 92104	282-0188
Stuckey, Geo. S.	1368 Monserate Street, Chula Vista, Calif.	420-5992
Upholt, Mr. & Mrs. G.V.	Rt.2, Box 69, El Centro, Calif.	
Vermillion, Mrs. Mabel B.	8422 Golden Avenue, Lemon Grove, Cal. 92045	469-3483
Ward, Raymond W.	4048 Third Avenue, San Diego, Calif. 92103	295-5962
Warner, Mrs. R. T.	14230 Jerome Drive, Poway, Calif. 92064	748-3559
Winters, L. C.	445 Vista Way, Chula Vista, California 92010	
Wulf, Faye	220 23rd St., Manhattan Beach, Calif.	

MUSEUM

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San Diego & Arizona Eastern Railway Company.

In late July a diesel unit, Cotton Belt 943, a F-7 "A" unit, on train 451 caught fire at Dos Cabezas. The crew used all fire extinguishers available and managed to extinguish the blaze. The resulting motive power mix up saw an unusual consist for the SD&AE. Four units coming in were T&NO 631 (F-9), a Cotton Belt F-7, and two SD-9's 5142 and 5152...

On August 5 and again on August 9 number 4605, an SW-8, was used on the 6:30 a.m. yard job. Traffic on the El Cajon line was too heavy for the 4605 to handle and the 5115 was being held for repairs.

GE 70-tonner 5119 is now due back. It underwent a major overhaul at Sacramento.

Normal motive power assignments as of August 1 are as follows: 6:30 a.m. Yard, 5108; 8:30 am Roustabout, 4605 (if going to El Cajon) or 5114 and 5101 in multiple; 8:40 a.m. No. 452, three units; 10 a.m. Short Turn (Extra Roustabout) 4605 (if going to El Cajon) or 5114 and 5101 in multiple; 1:30 p.m. Plaster City switcher, 1062; 2:30 p.m. Yard, 5108.

A few minor washouts on the desert in the week of August 6. No interruptions to traffic.

About 60 cars of alfalfa pellets came in the first two weeks of August.

Locomotives assigned to SD&AE in the San Diego area as of November 1, 1965: 5101, 5108, 5114, 5115 and 4605.

When and where do the trains go? The 6:30 a.m. Yard engine usually pulls the Santa Fe interchange and makes up the Roustabout and Short Turn. It also "doubles" No. 452's train into one or two tracks. No. 452's train is blocked the previous night by the 2:30 p.m. yard engine. After the "morning rush" of getting out the trains, the yard engine usually works its way to National City. Along the way it serves industries as far as 12th Street, National City, on the main line, and as far as 24th Street on the Coronado Branch.

The 8:30 a.m. Roustabout usually serves the El Cajon line Monday through Thursday and again on Saturday. On Friday it goes to Tijuana and sometimes Agua Caliente. It usually does all local work daily on the main line beyond 12th Street and also serves the Salt Works and Rohr. Tuesday and Thursday are North Island days, with service also as far as Palm City on the main line.

On days when traffic is heavy enough on the El Cajon line a Short Turn is called usually for 10 a.m. This extra job sometimes goes to El Cajon but usually serves the South Bay.

The 2:30 p.m. Yard engine usually works Commercial Street as far as 32nd Street, pulls the empties and spots the loads in the downtown area and blocks 452. It also switches 451 on arrival and spots all incoming cars which go to the downtown area. This yard job also usually makes two deliveries to the Santa Fe interchange and pulls the interchange nightly.

May 5 aftermath. Many people have entered Carriso Gorge in quest for beer. 72,000 cans were spilled in the derailment, or in clearing the line. Many of these people have been arrested for trespassing. And the beer--well, it was all flat. Just think what people will risk their lives for. A lot of hard work, too!

As a point of interest! The tracks in the downtown area which are owned by the Santa Fe and switched by the SD&AE include the following: Island Avenue, First Avenue, K Street, Imperial Avenue, Seventh Avenue, and Eighth Avenue. Tracks in other streets belong to the SD&AE as follows: Fourth Avenue, Fifth Avenue, L Street, Commercial Street and Cleveland Avenue in National City.

Commercial Street between 13th Street and 25th Street is being retied and rail replaced to make way for a paving job in the near future. Along with this project the icing platform at 15th Street came to an end and the switch to the spur serving the San Diego City Schools was removed. This is the end of an era. With the demise of the SD&AE ice deck and the Santa Fe ice deck at the foot of First Avenue, San Diego is without icing facilities. Icing will be accomplished by trucks on team tracks hereafter.

It is rumored that the SD&AE's track will be realigned and straightened somewhat in the area of May 5's pile up.

New spur and warehouse under construction at 54th & Market Street (Encanto) serving Intrastate Restaurant Supply.

SANTA FE NEWS BRIEFS New standard time schedules for the San Diegans are: Lv. Los Angeles at 9 a.m., 12.10 p.m., and 6.15 p.m.; lv. San Diego at 8 a.m., 1 p.m., and 4.15 p.m. Standard time departure for Trains 73 and 78 has been advanced one hour over summer schedules. Other trains depart at the same standard time. Running time for all trains (12.01 p.m. excepted) is two hours and 55 minutes.....RDC's DC-191 and 192, once used on the Surf Line, were hauled into Albuquerque on August 10 for service, effective August 15, on Trains 13 and 14 out of El Paso. The RDCs were formerly used on Trains 311 and 312, the Newton - Dodge City run. Consist of the El Paso train, prior to August 15, included EMD locomotive 84, baggage-postal 2102, baggage 3671, and chair cars 3139 and 3147.....Santa Fe has petitioned to discontinue Trains 25 and 26, Carlsbad - Clovis. M-160 and M-190 were used at times on these trains (New Mexico Railroader).....Santa Fe Surf line trains face slow orders in the Rose Canyon area, account of Interstate Highway 5 construction.....Santa Fe's plans to to open and provide access to its own industrial land in Chula Vista may be in the news again. Future of the Surf Line passenger service may have a relationship with the success or failure of the 125-mile an hour northeast corridor train service scheduled to begin in 18 months between Boston - New York - Philadelphia - Washington on the Pennsylvania and New Haven (New Haven?!) railroads.....Consist of a recent San Diegan, more or less typical, was locomotive 51F-67F, baggage car, coaches 3149-3086, snack car 1398, coaches 3087-3076..... A one day speed up eastbound on piggyback and regular carload freight from California points to Chicago and the east has been inaugurated by the Santa Fe, according to Ernest S. Marsh, president. The expedited service provides for fourth morning delivery in Chicago compared with the previous fifth morning delivery. The faster schedule will also benefit shippers whose traffic is routed through Chicago to eastern destinations. Westbound delivery is already fourth morning. (Santa Fe Public Relations)

NATIONAL STEEL & SHIPBUILDING COMPANY was the low bidder on construction of four 382-foot Washington State Ferries. Because completion time was to be longer than that of the second lowest bidder, National may not get the contract. Each ferry would carry 150 cars and several thousand passengers.

Groundbreaking ceremonies for the new \$2,635,000 passenger terminal at **LINDBERGH FIELD** will be held November 18. Tenants are United, American, Western, Delta, National, Bonanza, Pacific, Pacific Southwest, and Catalina-Vegas.

FERROCARRIL SONORA-BAJA CALIFORNIA - S.C.T. lettered steam locomotive 1355, a 2-8-0, was at Mexicali over the October 9-10 weekend, according to Wally Duthie.....passenger platform area at Coahuila is (has) being improved.

***** SPECIAL NEWS ITEM *****

Alas! Sonora-Baja California Railroad's steam locomotive No. 1355, a 2-8-0, will not haul PSRMA's train to Puerto Peñasco on May 29 --- a diesel-electric unit will do the job. Wally Duthie, PSRMA's excursion director, learned that No. 1355 (number needs to be re-checked!) was loaned by the National Railways of Mexico to the S-BC for use in a Mexican-made movie, "Viento Negro" ("Black Wind"). Duthie had noted that the locomotive was in Mexicali last month and he had heard that it (and allegedly another locomotive) was on the line to aid in a re-railing project. Unfortunately, according to Raul Bustamante, FSBC traffic manager, the steamer is not now in operating condition and has not been for some time. Neither can it be restored to operating condition. So, Duthie says, there'll be no steam trip to Puerto Peñasco. Incidentally, Wally was told that the locomotive has now been "given" to S-BC and will eventually be placed on exhibit on the Mexicali station property.

SPACE TO SAY that REPORT is edited by Eric Sanders, 7861 Normal Ave., La Mesa, as the official publication of the Pacific Southwest Railway Museum Association, Inc. of San Diego County, California....Also that Train 74 ran into trouble on November 12. A truck ran broadside into a car in the middle of the train. The car was cut out. Train was 55 minutes late into San Diego and Train 75 left San Diego 25 minutes late. That's all for this time!