

The special cars will skirt Golden Gate Park and be within stone's throw of the Zoo and Ocean Beach. As an added bonus, passengers will have an opportunity to view construction on the Bay Area Rapid Transit District where sections of subway, elevated and surface right-of-way can be seen.

The excursion will begin at 10 a.m. with inspection and photography of work and passenger equipment at the Geneva Car Barn. At 11 a.m. passengers will board the trolleys to begin the excursion which will last until 6 p.m.

Fare for the excursion will be \$6.50. Please send your remittance to George Geyer, 2928 Fir Street, San Diego, CA 92102. Include a self-addressed stamped envelope for return of your tickets.

GENERAL INFORMATION

PSRMA'S SAN FRANCISCO MUNICIPAL RAILWAY tour will start from the Geneva car house located at Geneva and San Jose. Patrons may drive to the car barn; or ride trolley coach #12 which is routed via Ferry, Embarcadero, Mission, Ocean (disembark at Ocean and San Jose); or ride coach #26 which is routed from Fifth and Mission via Mission, Otis, McCoppin, Valencia, Mission, 30th, Chenery, Diamond and San Jose (disembark at the car barn). Hikers may ride to the end of streetcar Line K and then on foot follow the tracks the rest of the way to the Geneva Car Barn. (NOTE: Patrons boarding the coach #26 at Fifth and Mission should take the Southbound coach.)

TRAVEL TO AND FROM SAN FRANCISCO IS YOUR RESPONSIBILITY!

BY PRIVATE VEHICLE - At your own discretion.

BY TRAIN - Southern Pacific's Coast Daylight leaves Los Angeles at 8:30 a.m. and arrives in San Francisco at 6:15 p.m. The return Daylight leaves San Francisco at 10:15 a.m. arriving in Los Angeles at 8:05 p.m. The San Joaquin Daylight leaves Los Angeles at 7 a.m. arriving at 7:05 p.m. If the San Joaquin Daylight is on time, the San Diegan #78 will be held for passengers. This is a big "if". If you plan to use the Daylight you may drive to the station or else use Greyhound for the San Diego - Los Angeles connection.

BY BUS - Pacific Greyhound also offers through service to and from San Francisco. Plan on a long daylight trip or an overnight (supper to breakfast) run each way.

BY PLANE - Pacific Southwest Airlines can facilitate a one-day trip. Arrival in San Francisco and the Geneva Car Barn in time for a brief look at the car barn will be tight. If you plan on flying, please contact the tour chairman: George Geyer, 234-0555, 2928 Fir Street, San Diego, CA 92102, or indicate on your order.



REPORT

Volume 72

SAN DIEGO, CALIFORNIA

July, 1970



Trolley Coach #1, shown here at the East Bay Terminal in San Francisco, will be one of the cars featured on PSRMA's Trolley Tour of San Francisco scheduled for September 6th. Fare for the six-hour tour is \$6.50.

SAN FRANCISCO TOUR

Since the first notice of the San Francisco Municipal Railway Excursion on September 6th was printed in last month's REPORT, word has been received confirming that Trolley Car No. 1 has been reserved for our trip.

This means that members and friends of PSRMA making the six-hour excursion over the entire Municipal Railway system will have the opportunity to ride both the conventional type trolley car and the modern PCC type car now in use on the railway system.

Passengers will enjoy going through Sunset and Twin Peaks Tunnels; riding up and down the city's famed Market Street; visiting the East Bay Terminal, one-time home for interurbans of three separate railroads; and traveling over other interesting street and private right-of-way trackage. In addition, speed runs and photo stops are planned during the tour. A lunch hour is also included.

The excursion will begin at 10 am with inspection and photography of work and passenger equipment at the Geneva Car Barn. At 11 am, the passengers will board the trolleys to begin the excursion. Car No. 1 cannot be used in the downtown area so the PCC car will be used there.

Fare for the entire tour is \$6.50. With the mailing of this issue of REPORT a general mailing of excursion brochures was also made so if you plan on going please send in your order for tickets soonest to Excursion Chairman George Geyer, 2928 Fir Street, San Diego, CA 92102. Please include a self-addressed stamped envelope for the return of your tickets.

CALENDAR

July

19 - General Meeting, 7:30pm, AT&SF Depot, San Diego

August

4 - Board Meeting, 7:30 pm, San Diego Trust & Savings

September

1 - Board Meeting, 7:30 pm, San Diego Trust & Savings

6 - San Francisco Muni Excursion, 10am, \$6.50; Ticket orders to George Geyer, 2928 Fir St., San Diego, Calif. 92102

GENERAL MEETING

The July 19th General Meeting will be an important one for PSRMA since this is the yearly meeting when a new slate of officers is nominated for the coming year.

Positions open are President, Vice-President, Secretary, Treasurer and Board-Member-At-Large. Mail-in nominations will still be accepted up until the night of the meeting. President Dick Pennick and Treasurer Dave Hobson are in their second term of office and according to the PSRMA by-laws cannot be renominated for their position.

Program for the evening will be presented by John Cranston who will show slides and describe his recent tour of Switzerland railroads on a "Railway Festival" which included all types of motive power; steam, electric and diesel.

The evening will be a busy one and we hope to get underway promptly at 7:30 pm. The meeting will be held in the Safety Room of the Santa Fe Depot in downtown San Diego.

SD&AE SELLS TRACKAGE

The last section of foreign-owned railroad lines in Mexico - that owned by the San Diego and Arizona Eastern Railroad between Tijuana and Tecate - has been sold to the Mexican Government.

The SD&AE announced that freight trains between San Diego and El Centro would still be operated by the company through an agreement with Mexico. All the physical properties, however, including 43 miles of track and three stations were sold to the Mexican National Railway for a sum believed to be more than \$300,000.

The SD&AE, a division of the Southern Pacific, has operated the line since 1908. It was built early in the century, and had passenger and freight service with hourly runs at one time.

A Mexican Federal lease was negotiated in August, 1908, and the Railway began taking passengers between San Diego and Arizona through Mexican territory.

For 15 years, only cargo has moved over the route which now ends in El Centro. Freight goes both ways, connecting in San Diego with the Southern Pacific.

Early this spring, Mexico began negotiating to buy the physical properties covered by the old lease. This was part of a move to federalize all the railroads in the country.

Antonio Padilla Segura, Mexican Secretary of Communications, has indicated that the Mexican National Railway intends to put trains of its own on the track. Earlier this year Padilla said that the Mexican Government wants to connect Tijuana-Tecate runs to the Sonora-Baja California Railway that ends in Mexicali.

HELP!

PSRMA has officially purchased the Santa Fe Yard Office in the depot yards. The only hitch is that we have to have the office off the property within 30 days. Work parties are being held every weekend until the building has been removed. The building is being dismantled piece by piece and will be stored at Bob DiGiorgio's house in Lakeside until we have a permanent home. Naturally, all help would be appreciated. Contact Dick Pennick for full details...Don't wait until he calls and asks you!!



TOUR SAN FRANCISCO BY TROLLEY!



Trolley Coach #1, built in 1912, has been restored by the San Francisco Municipal Railway for use on excursions. PSRMA has acquired this coach for use on our excursion. The coach is seen here at the East Bay Terminal which once housed three lines.



For the downtown portion of our excursion a modern PCC type coach will be used. The coach will be similar to the coach 1009 seen here at the end of the K line. Several photo stops will be made with the coaches during our tour of San Francisco.

Here's a rare opportunity for members and friends of the Pacific Southwest Railway Museum to tour San Francisco over the lines of one of the last operating street railways in the United States.

On September 6th, PSRMA will board two chartered trolley cars for a tour of the entire San Francisco Municipal Railway System. The Railway has agreed to furnish Car One, a conventional streetcar built in 1912 which has been restored to operating condition, for a portion of the tour. A modern PCC type car will carry passengers over the downtown lines.

Passengers will enjoy going through Sunset and Twin Peaks Tunnels; riding up and down the city's famed Market Street; visiting the East Bay Terminal, one-time home for interurbans of three separate railroads; and traveling over other interesting street and private right-of-way trackage.

PACIFIC SOUTHWEST RAILWAY MUSEUM TOUR OF SAN FRANCISCO BY TROLLEY

Please include me among those joining PSRMA on the 6th of September for a tour of the San Francisco Municipal Railway System via chartered trolley coach.

Forward to me at once _____ ticket(s) at \$6.50 each for which I have enclosed a check/money order for \$ _____. Please send the tickets to the following address.

Please send all ticket orders to George Geyer, 2928 Fir Street, San Diego, CA 92102.

THANK YOU FOR YOUR ORDER

SOUTHWEST CORNER

The diesel electrics that serve the mainline railroads of the Southwest Corner offer the knowing railfan a wide variety of models to watch for. This month we'll take a look at some of this modern motive power seen most often. The photos are all of Santa Fe locomotives, but where Southern Pacific and/or Union Pacific have similar models will be pointed out. All of the engines in the pictures below have made it into San Diego at one time or another.

Santa Fe is in the midst of a system-wide renumbering project of all its newer equipment. The new numbering series groups the different classes of diesels according to builder, number of axles, and horsepower to facilitate engine assignments. The older 200 series "covered wagons," now found only east of Albuquerque, New Mexico, and the small yard switchers are not receiving new numbers. According to Santa Fe they will be phased out in the near future.

The renumbering, similar to a Southern Pacific plan that began in 1965, eliminates gaps in the diesel roster that are holdovers from the last days of steam.

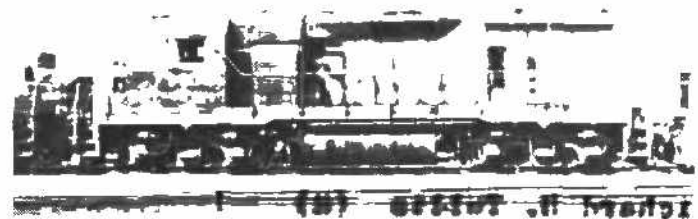
In the captions for the photos that follow, the builder is listed first (EMD - Electro-Motives Division of General Motors; GE - General Electric; ALCo - American Locomotive Company). The individual model number is then given, followed by the model's rated horsepower. In the following line, Santa Fe's numbering series is given (new numbering first, old numbering in parenthesis), followed by Espee and UP unit numbers where applicable.



EMD / GP30 / 2250 hp / 4 axles B-B wheel arrangement
SANTA FE 3200-3284 (1200-1284) / SP 5010-5017 / UP 700 series

These unique looking units were built by EMD between July of 1961 through 1963. They're easily distinguished by the cobra-shaped blister extending back from the cab roof.

Union Pacific also has the booster variations of the GP30, that is, the same model with no cab. These are numbered UP 700B-734B. These are the only booster variations of the GP30 extant, and are often seen on the UP main out of Los Angeles.



EMD / GP35 / 2500 hp / 4 axles B-B wheel arrangement
SANTA FE 3300-3460 (1300-1460) / SP 6520-6679 / UP 800 series

EMD manufactured over 400 of this very popular model between the latter part of 1963 and 1966. The body shape of the GP35 is that of the standard, utilitarian EMD design, and one must look at minor details to distinguish these units from similar models.

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The presence of a square turbocharger stack (seen on the roof of #1430 above the open access door behind the cab) and a pattern of two large and one small radiator fan on the long hood identify the GP35.



EMD / SD24 / 2400 / 6 axles C-C wheel arrangement
SANTA FE 4500-4579 (900-979) / UP 400-429

The SD24 has a number of characteristics that make it easily identifiable. Air reservoirs are mounted on the roof of these units directly behind the cab as can be seen in the photo of #4519. The turbocharger bulge seen on the long hood of the unit directly behind the cab (on the left side only) also distinguishes this model.

Once again, Union Pacific is the only railroad to own the booster versions of this model. In fact, with a roster ranging from 400B through 444B, UP has more SD24 boosters than cabs. Like its GP30 boosters, UP's SD24 boosters are frequent sights in the Southwest Corner.

The SD24s were built in 1959 and 1960, and interestingly enough, they were never purchased by Southern Pacific.



EMD / SD40 / 3000 hp / 6 axles C-C wheel arrangement
SANTA FE 5000-5019 (1700-1719) / SP 8400-8478 / UP 3000 series

Because the SD40 rides on the same frame as the larger SD45, there is quite a bit of platform overhang on both ends that helps identify this model. The SD40 also has a pattern of three large radiator fans on its long hood roof.

The SD40 is a current model from EMD, with Santa Fe's having been delivered in 1966, and SP's arriving the same year.



EMD / SD45 / 3600 hp / 6 axles C-C wheel arrangement
SANTA FE 5500-5615 (1800-1889) / SP 8800-9155 / UP 3600 series

The SD45 represents the largest single-engined locomotive in existence, and has proven extremely popular across the country. Notice the SF and SP rosters. Santa Fe also has a number of similar F-45s (same engine, different body) which it has recently obtained.

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The rear radiators at the top of the long hood flare out, giving the SD45 a distinguishing trademark not duplicated on any other EMD standard single-engine model.

Like the SD40s, the SD45 first went into production in 1965, and began appearing on Southwest lines in 1966.



EMD / F45 / 3600 hp / 6 axles C-C wheel arrangement
SANTA FE 5900-5939 (1900-1939)

The F45s owe their ancestry to EMD FP45s which were built on special order for Santa Fe to handle passenger service and were delivered in passenger colors. Apparently Santa Fe liked the new style body (the FP45 is basically an SD45 with a cowed car body and steam generator), for instead of reordering SD45s the road asked for a freight version of the FP45.

The units are very distinctive in appearance, harking back to the early days of dieselization and the old cab E- and F- units.

Evidently the reasoning behind the new style body claims better protection against dust and dirt for the diesel engine.

Only two other roads have thus far followed Santa Fe with the new body style, but the new UP Centennial twin-engined locomotives have similar styling. Whether or not this will become the standard style for diesel electrics in the future remains to be seen.



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ALCo / RSD 15 (DL-600B) / 2400 / 6 axles C-C wheel arrangement

SANTA FE 9800-9849 (800-849) / SP 5160-5162

These arresting locomotives, built by the now out of business American Locomotive Company between 1956 and 1960, are quite rare. The Santa Fe roster is the largest in the country.

This model is very easy to recognize by its typical ALCo notches cut into the corners of both hoods. The DL-600B has a long short hood that further distinguishes it from similar ALCo models.

The ALCo demonstrators for this model, which were similar in appearance with the exception of a high short hood, were purchased by Santa Fe in 1955. Numbered 601 and 602 (with a completed roster of 607-611 for these DL-600s), these one-of-a-kind class are in all probability gone now.

The newer DL-600Bs came to Santa Fe in 1959 and are still very active. They're often seen in San Diego.

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When steam ruled American rails very few railfans considered the possibility that the iron horse as they knew it would disappear. But in a brief ten years the steam locomotive disappeared from mainline railroads, and within a short time after that was gone from even the smallest of the branch lines.

Today, second-generation diesels are becoming more frequent. The FTs that ushered in the age of dieselization are virtually gone, and the GP7s and 9s that introduced American railroads to nation-wide standardization are beginning to disappear.

The ALCo PA has virtually disappeared, and one must travel eastward to the minor Delaware & Hudson in order to observe the few ex-Santa Fe units working there. How long these will last is anyone's guess, but they are now over twenty years old.

For that matter, ALCo itself is gone. And so it the locomotive erectors of Baldwin, Fairbanks-Morse, Lima-Hamilton and a flock of other minor manufacturers that made their contributions to the demise of steam before expiring themselves.

Many of these historical...yes, classic locomotives are still in existence. But how long they will last is anybody's guess. If, on your travels, you have an opportunity to do a little trainwatching, do not pass it up.

And don't forget your camera. A few years from now you may go through your files and comment "There's a GP7...you know, I haven't seen any of these recently. I wonder what happened to them all...."

EDITORIAL

One of the most important elections in the history of PSRMA will be facing the membership in the coming months. As you know, during the past year, we have made tremendous advancements. We have acquired several pieces of new equipment including an 1880 vintage snowplow and two turn of the century flatcars.

We have also faced many problems, perhaps the biggest being the location of a new place to store our equipment temporarily. Now in the coming months we may be faced with our biggest challenge ever - that of purchasing a permanent home for PSRMA.

With this in mind, each member should take a close look at himself and how he feels about PSRMA and what he wants to see PSRMA accomplish. Should the land materialize, it may mean that the members will have to contribute more than a few hours of work or a few dollars.

Leadership for PSRMA will be crucial during the coming months. Therefore, the upcoming elections for the 1971 officers is one that every member should become involved in. There are several competent members that can help guide PSRMA during the coming year. I will not attempt to endorse any of these persons, my point here is to try to arouse members to get out and participate in these elections and be prepared to get out and work for PSRMA.

Some members have expressed the feeling that the attempt we are making for the purchase of land at Jacumba may be the real test of our club and should we fail, the club will merely resort to one of fun "Steam-Ups" and a lot of armchair railroading.

I cannot agree completely with that feeling. I do believe that PSRMA is going to have to make a bold step forward and that may very well be committing ourselves to \$30,000 or \$40,000 for a permanent home. We can continue for years to come as we have holding "fun steam-ups" and Token operations for the public, but until we "Stick-Our-Neck-Out" can we really determine if we have something worthwhile to offer to the public and to ourselves I THINK WE DO!!!!

Jerry W. Windle
Editor, REPORT

REPORT MISCELLANIA

At the July Board Meeting, Dave Parkinson, Land Committee Chairman was authorized to re-contact the people with the Jacumba land and attempt to negotiate a possible option on the property. A maximum option of \$100 and a minimum length of six months was authorized by the Board.

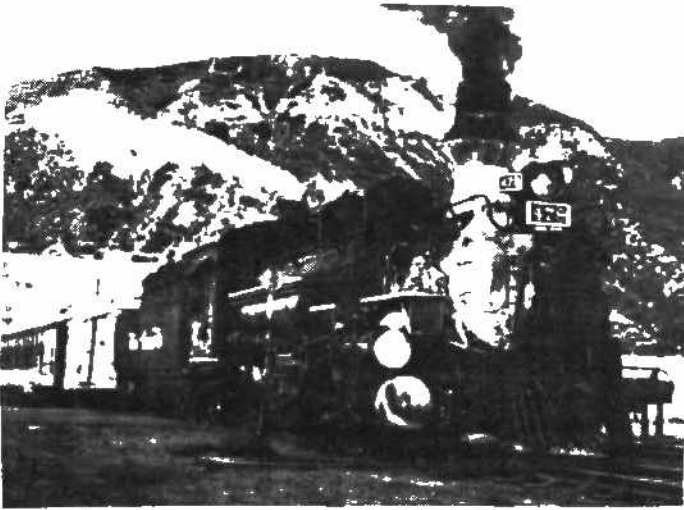
Special activities chairman Kent Anderson reports that we are still waiting word from the Union Pacific about our proposed Kelso excursion in November. The railroad has to act on our request for a special train and get approval of rates from the ICC.

We have acquired a booth in a local Flea Market which is held each year by a local non-profit group. The booths are \$20 with any profits from sales going to our group. The Ways and Means Committee plans on selling various railroad or associated items that we can manufacture, i.e. decollages, pictures or whatever. Anyone having any ideas on what we could offer to the general public should contact Chop Kerr at 291-4787. The date for the market is in November so we still have time to get some items together.

GENERAL FUND IN BLACK!

PSRMA's general fund is still in the black according to Treasurer Dave Hobson. Our mid-year report shows that our fund balance is \$900. Expenses for the move of the shay and the #11 to Miramar, \$715, have been paid. So we have no pressing bills at the moment. Payable loans total \$500, most of which were made to help finance Coach 576.

The good health of the fund is due to the Puerto Penasco excursion, the film festival plus membership dues for the current year.



Train #1 leaves Durango behind engine #478 for Silverton earlier this month. More than 100,000 tourists will ride the slim rails through the Las Animas Canyon this summer.

D&RGW PURCHASE NEAR

The purchase of the Denver and Rio Grande Western Rail line between Antonito and Chama has moved closer to reality as Colorado and New Mexico have agreed to terms for the purchase of the 64 mile stretch of narrow gauge track between the two cities.

New Mexico had been reluctant to commit itself to the purchase, rejecting earlier proposals by Colorado. Both states had appropriated a total of \$548,000 for the purchase of the track, nine steam locomotives and 130 freight cars from the D&RGW.

The purchase approval made no mention of the stretch of line between Chama and Durango. Earlier attempts to obtain an option were rejected by the railroad, and it is likely now that the railroad will actually dismantle that section, severing the Silverton branch from the system which gave it its birth.

An inspection of the entire line by your REPORT editor this month indicates that the states will have to make substantial repairs to the track and facilities before any trains could be operated. The remaining water tanks have been drained and the weather plus the shrinking of the wood has all but ruined the tanks. The paving of a state highway over Cumbres Pass has spawned the removal of track sections along the line for culverts, access roads and etc. Not to mention boulders rolled onto the tracks from road construction adjacent to the railroad grade over the pass.

THE SILVERTON, on the other hand, is operating at capacity. Two trains a day operate out of Durango carrying more than 900 people daily to the mining town of Silverton 45 miles away. A wait of at least two days was necessary with long lines at the cancellation window each morning hoping for a chance to ride. Predictions are that the railroad will pass the 100,000 passenger mark this summer alone.

STEAM-UP SUCCESSFUL

An estimated 350 Navy dependents and their families were treated by PSRMA to a ride in Coach 576 pulled by the Shay at the Steam-Up on June 27th at the Miramar Naval Station.

The biggest steam-up in PSRMA history, in that the shay was operated under steam over two miles of track, was necessary to switch the two locos to our new, temporary storage site on the Naval Station property. Once the locos had arrived and the cars were arranged in order, a brief ceremony was held thanking the Naval Station for providing us a new home - temporarily.

After the ceremony, coach 576 was opened and the Navy dependents crowded aboard for a ride behind a steam engine. The operation by the members was well received by the Navy officials and future member only steam-ups are planned for training purposes.

The final lease is being drawn up by the Navy at present and when it is signed, we will be in our new home - officially.