

Report

Of the Pacific Southwest Railway Museum Association Inc.
formerly the San Diego County Railway Museum Association

Issue 10

San Diego County, Calif.

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MUSEUM COMMITTEE STUDIES DATA OBTAINED FROM QUESTIONNAIRES

Museum committee members have been surveying responses on questionnaires submitted to and returned by United States operating railway museums. Replies to date have been received from the Connecticut Electric Railway, Monadnock Northern Railroad, Miami Railway Historical Society, Arcade and Attica Railroad and others.

Chairman Walter Hayward reports that museums generally attract many visitors on operating days. Monadnock reported 190 daily in 1962, 400 in 1963. One museum reported 1000 attendance on one operating day.

Hayward states that railway museums have all types of operation on all kinds of terrain.

Strasburg suggests the use of a 4-4-0 locomotive. Less fuel is required and maintenance is relatively simple.

Routes vary from 1 to 52 miles. Most museums utilize steam and/or electric power, although two report diesel operation. Many, if not most, operate over existing track or track rebuilt on one time railroad right-of-way.

Seven out of 17 questionnaires were returned in two weeks time. Committee members include Stanton Kerr, Charles Gerdes, Wally Duthie and Walt Hayward.

WHAT A HEADING! "REFLECTIONS ON THE FALLBROOK EXCURSION"

Subject only to further negotiation concerning the minimum guarantee, Wally Duthie and excursion committee members are continuing to develop plans for the Saturday, May 16 Fallbrook excursion.

For the first time in many years a passenger train will depart the Santa Fe station in National City. Not since the discontinuance of the San Diego-National City mixed train has passenger service been operated in National City. That was

in the year 1935.

Jack Stodelle arranged a September 30, 1959 three car Santa Fe San Diego-National City excursion train for the Advertising Club. This train did operate into National City but it did not enter the station yard. Troop trains traveled south to Navy facilities during World War II days but they, too, did not operate into the National City terminal facility. Probably passenger trains have used the National City wye, also.

There has been other railfan activity in the National City area. Railfan members of the Balboa Park Model Railroad Club, "O" gauge club which was eventually absorbed into the San Diego Model Railroad Club, inspected Santa Fe's one time tie-treating facility at National City. Led by Aylmer Keith, members of the group paid particular attention to the "fireless cooker."

And so - on Saturday, May 16, 1964, under the sponsorship of the Pacific Southwest Railway Museum Association, an excursion train will travel on what is now yard track from National City to San Diego. Then it will proceed on the main line to Del Mar, Encinitas and way points to Oceanside. From Oceanside, or more accurately, from Fallbrook Junction (once known as Los Angeles Junction), the special train will ride light branch line rail which at one time was part of California Southern's transcontinental route connection. This was the line which ran from National City to Oceanside, Fallbrook (canyon), Temecula Canyon, Temecula, Perris, Riverside, San Bernardino, to Barstow (Waterman).

Railfan clubs have run excursions on the Fallbrook branch but the May 16 train will be the first excursion from the San Diego area.

Following picture taking at Fallbrook the train will return to Oceanside. Here, passengers will de-train and ride the City of Oceanside buses to the Armed Forces Day exhibits and demonstrations at Camp Del Mar.

All PSRMA members are asked to be on duty on the coaches, the baggage car and the open-end observation car. Each member's support will be needed, according to Duthie.

Walter Hayward and Eric Sanders have been asked to serve as assistants to Duthie. Charles Gerdes and George Geyer will handle ticket sales and finances, according to William Wootton, PSRMA President.

ASSOCIATION TO MEET TONIGHT

PSRMA will meet tonight, March 15, 7:30 p.m. at the home of Bill Wootton, president. Address is 1828 Gateway Drive, which at its southern end intersects Home Avenue.

President Wootton reports that most meeting time will be given to a review of Museum Committee progress. The Fallbrook excursion is also on the agenda. Other items include: another excursion project, additional By-laws and standing rules, a regular meeting place, and suggestions concerning "Report."

Wootton urged all members to be present. He suggested that although much has been accomplished since the organization of the Association, members now face two ambitious projects, the operation of a large scale excursion and the raising of funds for purchase of a storage area for the Museum.

INCORPORATION IS ACHIEVED

Pacific Southwest Railway Museum Association now sports an "Inc." after its name. As authorized by the members, incorporation became official on December 20, 1963 when Eric Sanders, Wallace Duthie, Charles Gerdes, Al Diamond and Walter Hayward signed the incorporation papers. Papers were filed by the State of California on January 15, 1964.

Group discussion, examination of other incorporation papers, and first drafts went into incorporation activity. Advice was obtained from a lawyer through Member Stanton Kerr. Recognition of this service will be considered at the March meeting. Total costs were approximately \$25.

The Association will now seek tax exemption from the federal government. Income tax exemption for gifts is not possible until this exemption is obtained.

REPORT

Report is the official publication of the Pacific Southwest Railway Museum Association Inc. of San Diego County, California. Officers are: William Wootton, president; Wally Duthie, vice president; George Geyer, secretary; Charles Gerdes, treasurer; Walter Hayward, museum committee chairman; and Eric Sanders, past president.

Report staff: Eric Sanders, editor and George Geyer, circulation and sales.

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PSRMA WORK PARTY VISITS O.E.T., OTHER NEWS

Bill Wootton, George Geyer, Terry Durkin and Wally Duthie helped the OET boys in early March. Trackwork was the order of the day.

Jack Stodelle has agreed to handle most Fallbrook excursion publicity.

DUNCAN COMMENTS ABOUT MUSEUM NEEDS

In a recent telephone conversation Member Douglas Duncan commented about the state of the steam locomotive and the need for museum activity in San Diego and elsewhere.

He spoke of the disappearance of steam on the White Pass & Yukon. He said that the National Railways of Mexico is desirous of closing down its narrow gauge steam operation. (There is some resistance to this action according to reports in the San Diego Union and other publications.) The Central Railways of Guatemala are about to place a major diesel locomotive order with General Motors.

These lines all have examples of fine reciprocating steam motive power, he said. If a museum group is really serious in its endeavor to acquire a small light locomotive it is time to begin a drive. Two of the railroads named above are accessible to San Diego. Remember that San Diego has a port which is visited by many ships of many nations. A locomotive could be transported here by sea.

The small Consolidation locomotives

and the 2-8-2's of the White Pass are outstanding examples of steam motive power. Other steam locomotives are available from time to time.

In other areas operating railway museums are being established and even being enlarged. San Diego does have fine examples of railroad equipment but even today an operating railway museum remains in the dream - or at least, early-planning - stage. Duncan believes that area railfans ought to give strong vigorous support to the few who faithfully and earnestly work to make a dream come true.

In this telephone conversation your editor and telephone correspondent Douglas Duncan also talked again about the desirability of purchasing one of the El Paso (ex-San Diego) streetcars. We wondered if San Diego's sister city of Yokohama has a streetcar it would like to export. (Strictly personal comments!)

A Quarterly News Roundup 3-14-64

Editor's note: In the latest issue of Dispatcher note was made of the fact that space is not regularly available for current news. RHSofSD's Newsletter offers complete and excellent coverage. This publication, however, is not available to non-members. It would appear that Report might perform a similar function for PSRMA members. In this issue in the following section please look for a news roundup. In this instance it is "kinda thrown together." Please excuse.

SANTA FE

The United States Post Office in January announced that it planned to transfer mail from train to truck on the San Diego-Los Angeles run. Santa Fe stated that it would suffer a severe loss in revenue if the mail was transferred. Trains in 1963 carried 530,000 passengers, averaging 1500 a day. Passenger revenue was \$1,054,000 last year; mail revenue was \$524,000. Santa Fe reported that in the event the mail was taken off there would of necessity have to be a drastic cut in the passenger service. Protests have been many and the Post Office is reviewing its course of action.....Santa Fe has included La Mesa, Lemon Grove and El Cajon in its metropolitan delivery zone....1000 covered hopper cars are now being delivered by Pullman-Standard. Cars are designed for fast loading of bulk movements, including potash.....Another note about the mail crisis: Santa Fe's Vice President Robert Clark stated mail is transcontinental in scope. He said 70 Santa Fe mail cars were routed in December from Kansas City and other eastern points through to San Diego. 28 cars went eastward. (San Diego Union).....Road crossing accidents continue. On the evening of March 12 a passenger train crashed into a cattle truck and trailer....On the other hand Santa Fe is moving to eliminate many crossing hazards in the Los Angeles area through the installation of crossing gates.

SAN DIEGO & ARIZONA EASTERN

5108 will be scrapped. There are again three units on the La Mesa branch some days; four on main line trains. Coronado trains run on Mondays and Wednesdays. A second Roustabout runs as needed - usually to the Salt Works and Palm City. (Charles Kent).....La Mesa Branch track was covered by a rock and mud slide in February. This occurred just below La Mesa's Industrial Center. A drain plugged up and the water went up and over....Widening of Montgomery Freeway, National City to San Ysidro, may result in relocation of SD&AE tracks. Details were not spelled out, but the story probably refers to the area where the present U.S.101, the main line and the Coronado branch are close together....SD&AE in early December spotted a Hooker of Tacoma chlorine car at El Cajon. It is still there - and its a colorful car which is worth a picture.....Did we cover these news items? Additional spurs were built late last year in El Cajon (where the chlorine car is), along Fletcher Parkway for a beer distributor, and another beer distributor's plant west of 54th Street. A spur constructed a few years ago west of Euclid is now out of service. Imperial has been widened in Encanto and the road is now close to SD&AE track..... The Chula Vista station building, moved some years ago to Boal, is now used by Season Produce Co.....wig wags at F and National in Chula Vista were still in place some weeks ago even though track was covered by black top.

MORE SANTA FE NEWS

End of track in the southwesternmost corner of Santa Fe's system is now beyond the far gate of the Western Lumber Company. Track leads from the end of the new National City team and yard track around the Safeway property and slightly west to Western Lumber. Extending out of the western side of Western Lumber

is a short section of track which just barely crosses the street to end of track. To the south of Western Lumber across a slough is more Santa Fe property. This one-time open-end channel is now crossed by an earth fill. A portion of the area is destined to be a new Port of San Diego marine terminal. Lumber and scrap iron will be handled here. Many industrial spurs have been built in the last two years on Santa Fe's National City property....\$4.40 M-Th RT rate began Oct.1962 - still in effect.

SOUTHERN PACIFIC-SANTA FE It all started when both Santa Fe and Southern Pacific each proposed to build pipelines from the Los Angeles area to San Diego. It all ended when the Santa Fe Pipeline Co. and Southern Pacific Pipe Lines, Inc. organized the San Diego Pipeline Co. A 10-inch line now carries jet fuel, gasoline, turbine fuel, and diesel fuel for the Navy and private users at a rate of 2,100 barrels an hour. Line tends to follow Santa Fe right-of-way, although the terminus, the present one, is up Mission Valley not far from the San Diego Mission.

SAN DIEGANS TANGLE WITH AUTOMOBILES. An automobile got stuck on Santa Fe's track on Thursday, December 5, when it veered off a cross road on to the railroad right-of-way in the Stuart Farms area several miles north of Oceanside. On hearing a train whistle the driver jumped out and ran clear. At 5:45 p.m., northbound San Diegan Train No.77 crashed into the car and continued on about a mile down the tracks. Apparently pieces of the automobile became lodged under the locomotive wheels and as the train ground to a halt, the three locomotive units derailed, staying upright, and 180 feet of track were torn up. The train's seven passenger coaches and one baggage car remained on the tracks. No one was injured but the car was demolished, the locomotive units were damaged and hundreds of gallons of fuel were spilled. There was no fire. The train had been traveling 80 m.p.h. and fog restricted vision.

28 passengers boarded buses for transportation to Los Angeles and San Bernardino for connections with the Super Chief and the Sunset Limited. Other passengers remained aboard until 8 p.m. when a switch engine pulled the cars back to Oceanside. They boarded the buses there at 10 p.m. for Los Angeles.

Southbound Train No.78 was halted north of San Clemente, then traveled to the scene of the accident and its passengers were transferred by buses around the accident so they could board a waiting southbound train (possibly Train 77's cars.). Four passenger trains and three freight trains were delayed by the mishap. A work train which included a "big hook" was sent from Los Angeles. By 3 a.m. (Friday) temporary by-pass track had been laid. A crew of over 100 men worked Friday to repair the damaged main. (This is the way the story appeared to us as we attempted to reconstruct the incident.)....Then there was the Santa Fe locomotive unit and freight car derailment on Market Street - but that's enough for now.

UNION PACIFIC California Southern Express reported that Union Pacific posted notices to the effect that on December 2 the "City of St.Louis" will be discontinued west of Ogden. (It continues to run!) CSE's Bill Garner reports that UP's Mail No.6 has chair cars, through sleepers and a reasonably-priced diner lounge Las Vegas to Ogden and Cheyenne to Omaha.

NEWS IN BRIEF Victory I and II have been replaced on the Star & Crescent Boat Co. North Island run by two newer but similar vessels. The Juanita - if we remember correctly - for months or years has been making cocktail trips on Mission Bay and will stop at Sea World when it opens in late March....the National City scrap yard ex-Rhode Island tank locomotive is similar to SD&A's No.2 and 5....Addison Laflin up in Berkeley might like to know that San Diego's Orpheum Theater (once the Pantages) is being torn down to be replaced...FLASH! Apparently the Post Office will negotiate with Santa Fe for possible continuance of mail service via the "San Diegans." Here's hoping!

.....Ramona Stage Lines closed down after a brief run. May reopen. San Diego Economy Line now runs through to El Cajon and Lakeside but passengers must pay two separate fares. It really isn't a through run for passengers even though the bus runs through.....San Diego refuses to cancel the franchise tax or give a subsidy so San Diego Transit's fares go up again and again and severe cutbacks have been made and will be made. Looks like Municipal Transit is coming up.