

Report

Of the Pacific Southwest Railway Museum Association, Inc.

Issue 21

La Mesa, California

December 10, 1965

CHARLES KENT APPOINTED "REPORT" EDITOR

Charles Kent has been appointed editor of Report effective January 1, 1966. Stanton Kerr, PSRMA president, said that Kent replaces Eric Sanders who asked to be relieved of the responsibility so that he could give added time to the Dispatcher.

Kent, a switchman for the San Diego & Arizona Eastern Railway Company, has contributed copy for some time to the Report and the Dispatcher. Kent's assistants will be announced in the next issue.

The "Report" of San Diego County Rail Museum Activity was first issued on January 5, 1960. It was published by the Dispatcher to help publicize an effort by Douglas Duncan, Charles Gerdes and Eric Sanders to create interest in the establishment of an operating railway museum in San Diego County. Its columns reflected the discussion at an October 18, 1959 meeting attended by twelve San Diego area railfans. Participants then felt the projected museum should be within the framework of the Railway Historical Society of San Diego.

Additional meetings were held and a second Report was published, this one by Richard Pennick.

The discussion resulted finally in the formation of the San Diego County Railway Museum on April 16, 1961. Lyle Judd was the first president. Eric Sanders as secretary published Issue 3 of the Report on August 12, 1961.

On August 20, 1961 at SDCRM's third meeting Report was accepted as the Museum's official publication.

SDCRMA (the word "Association" was added in 1962) on November 17, 1963 was renamed the Pacific Southwest Railway Museum Association. Incorporation was completed on December 20, 1963.

In 1965 Report changed from "irregular" publication to bimonthly.

On June 31 (sic), 1962, the publication Dispatcher also became an official publication of the Museum although it re-

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MEETING NOTICE

All members are urged to attend the December 19 meeting of PSRMA. Stanton Kerr said the meeting will be a business meeting. PSRMA is dedicated to the establishment of an operating railway museum, he said. PSRMA is on its way and decisions must be made. Agenda will include the financing of the proposed purchase of a locomotive, planning of a movie show at the North Park theater, planning for a January work party - the list is long. Come December 19 at 7:30 p.m. to the Old Library Building in El Cajon (across from the fire station). P.S. 1966 officers will be elected at the meeting.

WORK PARTY IS SET FOR JANUARY 9

Eleven PSRMA members participated in the November work party. Good show! Progress is being made on Santa Maria Valley Railroad Car No. 9.

January 9 is the date for the next work party. Hours are 9 a.m. to 5 p.m. Walt Hayward said that work is lined up and materials are available. Mark the date on the calendar. Be there at Lee Adams' home, 4880 Beaumont Drive in La Mesa.

Without good participation in the work day programs Museum progress will be slow. Members got the project off the ground last time, Hayward said, so all concerned should keep the Museum on the move.

MUSEUM ACTIVITY IS REVIEWED

Anticipating a favorable decision on PSRMA's bid for a Mexican steam locomotive Terry Durkin, Jack Stodelle and others have reviewed financing needs. A bank

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REPORT HISTORY (continued)

tained primary affiliation with the Railway Historical Society of San Diego. Separate subscriptions are available.

Currently Dispatcher devotes most space to feature material. Dispatcher also includes area railroad and railfan news.

PSRMA's Report and the RHSofSD Newsletter (which was first issued on March 22, 1951, then superseded except for one issue by Dispatcher in June 1955, and then revived in 1958) "cover" news of the respective railfan organizations and offer a more intensive coverage of area railroad activity.

Southwest Railway Library is expected to issue an occasional bulletin outlining that organization's activity.

Retiring Report Editor Eric Sanders states that he has enjoyed the responsibility of issuing Report during SDCRMA-PSRMA's formative years. Now that PSRMA is well organized and moving ahead the new editor, Charles Kent, will be kept busy reporting increased activity. Sanders said he is appreciative of Museum progress and he expects that an operating railway museum will soon be reality - not just a dream.

CORRECT YOUR MEMBERSHIP ROSTER

Gary Johnson's new address: 2345 Monroe, San Diego 16, Calif. Telephone 295-6897

Everette Mardock's new address: 4122 Arbor Vitae, San Diego, California, 92105. same telephone - 281-5873

BAY AREA ELECTRIC RAILROADERS ASSOC.

Bay Area Electric Railroaders Association strung its first trolley wire on November 21. Initial installation is direct suspension. Equipment presently is powered by direct lines to a generator - lights on line car 1218 illuminated the November 21 project during the evening hours. 1218 was also used for short distance switching. "Limited operation" from the overhead is expected shortly from "Terry Crossing to the end of Yard Track Two." (from the BAERA Review)

Mark your PSRMA dates on the calendar: Dec.19, the meeting; Jan 9, the work day.

MUSEUM ACTIVITY (Continued)

loan proved to be impractical so members are being asked to contribute to the fund on a no-interest loan basis. \$2000 of the \$3400-4000 needed is in sight. Expectation is that the remaining amount can be raised. Repayment is promised.

A railroad movie show is set for Wednesday, March 16, at the North Park theatre according to Stanton Kerr. Jack Stodelle is arranging for the films for which there will be no charge. Guarantee for the 500-seat theater is \$150. Tickets will sell at \$1.50 each. Half of the cost would be met if each member underwrote two tickets. A promotion committee will be appointed at the December meeting.

Kerr said there are no developments to report in regard to the bid of \$2400 for the steam locomotive or for the proposed South County land lease. Another site, this one at Santee, is being investigated, he said.

Walter Hayward said that Terry Durkin, Charles Gerdes and he completed cutting the glass for windows for Car No.9.

Bill McCray has cleaned the oil pump. Richard Pennick is reviewing the content of catalogs and construction manuals. Kent Anderson reports acquisition of books and photographs for the Museum library.

The Museum Committee is now known as the Museum Operating Committee. Wally Duthie now has an excursion committee. Charles Kent, the new editor of Report, is chairman of a publications committee.

Hayward said that by-laws revision is planned to make the new dues official. Regular dues are \$5 per year, payable on a calendar year basis if and when confirmed at a regular meeting. Associate member dues will be \$2.50

A recap of Museum Operating Committee officials lists: Stanton Kerr, president and general manager; Walter Hayward, superintendent; Charles Gerdes, master mechanic; Terry Durkin, storekeeper; Richard Pennick, roadmaster; Kent Anderson, librarian; and two positions vacant, namely Custodian of Static Artifacts and Chief Engineer.

President Stanton Kerr said that the Museum needs to make careful plans for the March 16 movie show. Although the overhead for the evening is \$150 the possibility remains that PSRMA could show a good profit if members help individually by selling tickets. Many members will have an opportunity to serve on committees which will publicize the event.

REPORT

Report is the official publication of the Pacific Southwest Railway Museum Association, Inc. It is published six times a year; it is available free to members and at 12¢ per copy to others.

PSRMA officers are: Stanton Kerr, president; Wallace Duthie, vice president; George Geyer, secretary; Charles Gerdes, treasurer. Walter Hayward is Museum Superintendent.

Editor of Report is Eric Sanders, 7861 Normal Avenue, La Mesa, Calif.

PSRMA address is c/o Santa Fe Station, 1050 Kettner Blvd., San Diego, California 92101

IN THE CLARE OF THE HEADLIGHT THE YARD BIRD

by George Oliver

With the editor's kind permission, this "column" will be headed as above for the present, as the writer, due to the Santa Fe's last cut in Coast passenger service, is now holding down a 7 a.m. to 3 p.m. switch engine in the San Diego (switch) yard.

As there are many interesting things going on around a railroad yard day by day, especially a sea port like San Diego, a report will be made from time to time of these goings-on, starting with noting that a very large shipment of potash is due through the bulk loader at the 10th Ave. Terminal about December 15. There are some 40 cars of potash in the yard now, which will be increased by 200 to 225 more for this move. Undoubtedly several extra trains will come in, some in daylight.

If any of the readers have not made a trip on either the "Roaring Camp & Big Trees" narrow gauge railroad at Felton (near Santa Cruz), or the California Western's "Super Skunk" from Fort Bragg to Willits, do so as pronto as possible, as you are missing something.

The former, although a short ride at present, but with big plans, is very photogenic, colorful and melodious with railroad sounds.

The "Super Skunk", of course, is the new steam train on a standard gauge, a real working railroad; it has been such a success its first season that the com-

pany is looking for another steamer for another train (California Western please note: our compadre Phil Middlebrook says one of theirs sold when the road dieselized is at Los Mochis, Mexico, belonging to a now defunct sugar mill).

Everyone at Fort Bragg, Willits, and all points between, and on the train itself goes out of his way to make the "Super Skunk" a memorable trip; a hostess announces points of interest over a PA system, but not overdoing it; she even introduces the train and engine crew. The conductor and news "butch" make a point of speaking to every passenger.

It is not possible to take good pictures from the train, as the windows cannot be opened far enough for one to lean out (for obvious reasons), but before train time at Fort Bragg, during the two hour lay over at Willits, and the two water stops (15 minutes each), enough pictures can be taken to satisfy anyone.

Watch for the "Super Skunk" ads next Spring, write for information and reservations, and get ready for a day of fun.

THE EDITOR'S FINAL WORD - - - -

It's been fun. We will miss assembling the Report now that this is no longer our responsibility. We offer Charles Kent our best wishes.

Now we have a question for you. Do you subscribe to the Dispatcher? Remember that PSRMA "urges" all members to subscribe. Our publication dates are irregular but the Dispatcher will live on in some form or other. Send your \$1 or \$2 to Dispatcher, 7861 Normal Avenue, La Mesa, California, 92041.

We'll be seeing you - in the Dispatcher.

NEWS IN BRIEF. Do purchase "Narrow Gauge Nostalgia" by George Turner (\$7.50 limited edition; \$6.50 regular; after Dec. 15 \$8.95 and \$7.50). Your editor assisted George in the preparation of the chapter on the U.S. Gypsum's Plaster City line. This new book will be available about December 15. There's also a chapter on the Brookings Box & Lumbar Railroad. Look for it at your favorite book store or watch for an add in the fan publications.

SAN DIEGO & ARIZONA EASTERN (Report correspondent)

Locomotive 5119 was placed back in service November 15. It had been out of service since April and underwent a complete overhaul at the Sacramento Shops.....The wettest November in the history of San Diego brought problems. On November 23, the main line was washed out or over in several places just east of Tijuana. Numbers 451 and 452 were cancelled for that date. Line was reopened the following day. Falling rock in Carriso Gorge is also a result of the rains. Also on the 23rd the Coronado line was out of service due to a minor washout but was open again the following day. The El Cajon line was closed east of La Mesa due to a couple of wash outs in the Grossmont area. Service was restored to El Cajon on November 26.....A fill on the El Cajon line, near Euclid Avenue, was reinforced with four carloads of riprap. It was showing signs of a future wash out.

PACIFIC ELECTRIC (Report correspondent)

The Pacific Electric came to an official end on August 13, 1965. It was merged into the parent Southern Pacific Company, as a part of the Los Angeles Division. At the time of merger the P.E. was operating approximately 315 miles of track for freight only. Organized on September 1, 1911, the P.E. was once the west's largest inter-urban. It operated in the counties of Los Angeles, San Bernardino, Orange and Riverside. Its passenger service ended in 1953 when these services were sold to the Metropolitan Coach Lines.

SOUTHERN PACIFIC (Report correspondent)

Recently the SP's application to discontinue the 91 year old "Del Monte" was denied by the ICC. The train which operates from San Francisco to Monterey on the Monterey Peninsula, once served the SP's famed Del Monte Hotel.

SONORA-BAJA CALIFORNIA

Three PSRMA members, Jack Stodelle, Dwight Couch and yours truly, Eric Sanders, on November 19-21 enjoyed a round trip on the Ferrocarril Sonora-Baja California. Even though we had no advance reservations we were able to obtain lower berths both ways. Round trip fare including the Pullman was about \$18. That's for 630 miles and lower berth each way. Train was tight on space northbound November 20; lots of space southbound on the 19th. Car was without air conditioning or heat but all was well. Southbound we rode the locomotive Mexicali to Coahuila. Locomotive almost hit a cotton truck and did run over a kitten. (It was dark when we left.)....Your editor was reprimanded for taking flash pictures on the station at Puerto Peñasco.....Power has come to Baja and Sonora. We noted new lighting at Caborca, Puerto Peñasco and Benjamin Hill. A power plant just went into operation at Puerto Peñasco.....Had some interesting conversation on the news butcher's car. Just ask us! Puerto Peñasco at night is still worth a walk at stationside.....Southbound consist included two Pullmans, two first class cars, a news butcher's car, two baggage and about six second class cars. Most were Sonora-Baja California cars. A baggage car was dropped at Benjamin Hill and the diner added. Northbound consist included about 15 cars - almost all of them were Pacific Railroad cars. Our Pullman was SBC's "Rio Colorado." Both directions the train was powered by one locomotive unit, cab type.....There are two steamers on SBC property. SBC 1344 (ex NdeM 1344, 2-8-0, GR-32, Alco-Cooke, 1906, 55-21x26, 193,600 or 218,037) is at the Mexicali engine house. SBC 2702 (ex NdeM 1137, 2-8-0, GR-20, Alco, 1921, 55-21x28-166,000) is at Benjamin Hill. Both were allegedly loaned to the SBC for use in the filming of the movie, "Viento Negro" ("Black Wind") on the SBC at Lopez Collada. The report is that both locomotives have now been given to SBC for permanent exhibit at the respective terminals. Neither are in operating condition.....In Benjamin Hill we rode the afternoon yard locomotive. Observed many cars in poor condition in the Benjamin Hill yard. A few may be scrapped including two or three German-built cars. Apparently freight cars are being phased out. Well equipped shops can handle almost any job. Work was going on on locomotives and passenger cars but no freight cars were in the shops. There is a new passenger station under construction at Benjamin Hill. SBC or Fdelp or both?

And that, folks, is 30 for this editor

-----THAT "30" AT THE FOOT OF PAGE 21-4 doesn't mean much does it! However, following previous practice Report adds this supplementary news page.

PLEDGES TO THE STEAM LOCOMOTIVE FUND on December 8, according to Terry Durkin, amounted to \$2600 - and perhaps even \$3000. How's that? If PSRMA's locomotive bid is not accepted at least PSRMA members will know the potential of the organization and in the future will set appropriate goals. Incidentally, Report failed to note that Excursion Director Wally Duthie also assisted with the project. He provided names and addresses of appropriate Mexican railroad officials and he also assisted with translations. You, too, may assist. Call Terry Durkin at 298-0407 and give him your pledge. A pledge this time is a promise to loan to the Museum the amount of the pledge. Repayment is planned but the return of the funds will be slow and there'll be no interest paid. But, there'll be an operating steam locomotive in San Diego.

PSRMA EXCURSION DIRECTOR WALLY DUTHIE ANNOUNCES THREE EXCURSIONS! They are: 1. "New Year In Mexico" tour to Guaymas, December 30, 1965 - January 2, 1966. Leave San Diego 1:30 p.m. on December 30, return early morning January 2. Train to Hermosillo, bus tour through Hermosillo and then a bus trip via the new coastal highway to Guaymas. Adult fare: \$85. 2. "Mexican Adventure Tour," Easter Vacation Week to Alamos, Chihuahua City, El Fuerte, San Blas and Mazatlan. Adult fare: \$225. 3. 1966 Puerto Peñasco excursion on May 29, 1966.

SAN DIEGO & ARIZONA EASTERN RAILWAY CO. will give ties and moral support to RHSofSD for the repair of the track under the "Carriso Gorge." Society members and Fair Grounds personnel will do the work.

THREE NEWS ITEMS. "We also hope to have a steam train running along the Strand like in the old days and some other events which will be announced later." This quote is from the San Diego Union story about Coronado's 75th Anniversary. Douglas Duncan forwarded this item. No comments from him - and none from Report....Sonora-Baja California Railroad pushes Mexico to U.S.A. freight across the border northbound; Southern Pacific handles the south-bound interchange. No more Inter-Cal. That one is from Jack Stodelle....The big Santa Fe locomotive rolled into the depot in the bright sunshine and came to a gentle stop. Aboard the train as it arrived in San Diego were three men in the uniform of the U.S. Army. They were escorts for the bodies of three other men who gave their lives in combat in far away Viet Nam. The three long board boxes in the baggage car were painted Navy gray. Viet Nam! "That is on the other side of the world, but the Santa Fe train that arrived so peacefully at 12:35 p.m. yesterday brought the war in Viet Nam, the very worst part of it, to San Diego." (Joe Stone in the San Diego Union)

"ON SATURDAY, OCTOBER 23, NO. 78 was delayed leaving Los Angeles because of the RHSofSD excursion scheduled to run from San Diego to Perris on the following day! No. 75 had trouble with one of its two units, so they put No. 75 into a track at UD with a release track so No. 75's engine could be cut off and sent to the house. While at the round house, they coupled the 339 (3 units) into the two units from No. 75 which made five units in all. They returned to UD and went down the release track only to find that there was not enough room to couple on to No. 78's train. So the five units had to back out and go down another track to the bumper, then a switch engine had to put No. 78's train into the track where its power was waiting. The reason for the extra three units was that the 339 was to be the power for the RHSofSD special the next morning at San Diego. After finally getting out of UD, No. 78 had to stop at the Eighth Street Coach Yard to pick up the eight cars for the special. So No. 78, with 14 cars, arrived in San Diego 40 minutes late." (California Southern Express, Dec.1965)

IT APPEARED TO BE HIGH WATER AGAIN along SD&AE tracks which parallel Fletcher Parkway. On December 9 water in the drainage ditch was bank to bank. It threatened a building or two at a beer wholesaler's plant. It isn't that SD&AE's track had been damaged extensively in the previous rain. It's just that it takes time and personnel to reopen the track. Anyway, driving to work that morning - this morning - was sort of exciting.

Now it's "30" for this editor for the supplementary news sheet!