

Report

Of the Pacific Southwest Railway Museum Assn. Inc.

Issue 22

San Diego, California

January 10, 1966

STAN KERR RE-ELECTED

By unanimous vote, at PSRMA's December meeting, Stanton W. Kerr was again made president. Kerr, in the past, has shown what dynamic leadership can do. Many hours of his time have been spent in working for the betterment of the museum. Congratulations Stan!

Your new vice president for '66 is Lee Adams. Lee has also contributed greatly to the growth of PSRMA. Be sure to participate in the work parties that are held at Lee Adams' home.

PSRMA's new secretary is George Allen. Your new treasurer for 1966 is Vic Konigsberg.

A NEW STAFF FOR THE "REPORT"

The new year brings a new staff to your Report. This staff will operate under the title of Publications Committee. Present members of the committee are Charles Kent, George Geyer and Kent Anderson.

The Report is our PSRMA "house organ" and will be issued as near monthly as practicable. The Report staff hopes to cover our museum's activities and to bring your the local activities and happenings too.

THANK YOU--FOR A JOB WELL DONE

The members of PSRMA wish to congratulate Eric Sanders for his fine job of editing the Report for the past several years. Eric has given many years of effort to the PSRMA and has edited and published its publication, the Report, almost from its beginning in 1960.

Eric will continue with The Dispatcher. We urge all PSRMA

(Continued on Pg 1, Col. 2)

TROLLEYRAMA AT MEETING

Trolleys galore! The Big Red Cars, the Yellow Cars, and Cream and Green, too! That's what is in store for you.

Come out to PRSMA's January meeting. That's the place. It will be held SATURDAY, January 15, at 7:30pm. The old library in El Cajon will be the location.

Mr. Donald Brown of Los Angeles will be our honored guest. He will show us some of his very extensive collection of color slides. His fine collection features traction equipment of the Pacific Electric, once the west's largest interurban. Also featured are the Los Angeles Transit System and our very own San Diego Electric Railway. It will be some treat!

Don't forget! Bring a guest.

THANK YOU (from Column 1)

members to support The Dispatcher.

Eric wishes to extend his greatest expression of appreciation to George Geyer for his great help in getting out the Report for the past two years. George was responsible for the mailing of the Report.

PSRMA members present at the December meeting gave both Eric and George a rousing round of applause for their past efforts in the publishing and distribution of the Report.

Many thanks are also due the retiring officers of 1965. They have done a tremendous job with the administration of the museum.

Thank you, Wallie Duthie and Chuck Gerdes for the fine job done in 1965. Terry Durkin deserves Congratulations, too. Thank you all..

Watch the future issues of the Report for the date of an upcoming work party at the Hayward property. The purpose will be to sort and inventory PSRMA property that is stored there.

The next issue will carry a report on the progress made on the SMV railbus. The work party of January 9, will be covered also.

E. B. MARSHALL PASSES ON

Edward B. Marshall, a retired SD&AE locomotive engineer, recently passed away in San Francisco, California.

Mr. Marshall, along with another former SD&AE employee, Dan MacGregor, honored the former San Diego County Railway Museum on April 21, 1963. On that occasion they entertained our group with their reminiscings of the days past on the SD&AE. Those were the days of steam.

Our belated sympathy to his family and loved ones.

NEW BOOKS...Do purchase "Narrow Gauge Nostalgia" by George Turner (\$8.95 limited edition; \$7.50 regular). Your former editor, Eric Sanders, assisted George in his preparation of the chapter on the U. S. Gypsum's Plaster City line. There's also a chapter on the little known Brookings Box and Lumber Railroad which once ran near Lake Arrowhead. This book is now available at your favorite book store or watch for it in the fan publications.

For the historians... "Gold in the Sun" by Richard F. Pourade. This new history of San Diego sells for \$9.50. Covering the period 1900-1920, this is the fifth book in a series. Your editor recommends this book and the other volumes in the series only to those interested in the general history of San Diego County. If you want to know how San Diego grew from a village into the city of today this is for you.

Please note that the January meeting of the PSRMA will be held SATURDAY, JANUARY 15, 1966. This will serve to call your attention to an error in a recent mailing.

50 YEARS AGO--TOO MUCH WATER

Hatfield was in town. Just in case you haven't heard he was a professional rainmaker.

San Diego, then like now, was short of water. In those days, however, the Colorado River water was not available. At any rate the city hired Hatfield to fill the Morena reservoir. Rain it did. Morena Dam was filled. So were the Otay Lakes.

Lower Otay Dam failed and the resulting torrent swept the Otay Valley clean. Sweetwater Dam did not fail, but it did suffer a washout around the north end.

Local travel suffered. The local railroads were hard hit. The newly constructed SD&A was washed out in both the Otay and Sweetwater valleys. An SD&A locomotive, the 50, overturned in the Sweetwater Valley negotiating a shoofly. Luck was with the crew. They were unhurt. The locomotive, which was in service for many years afterward, suffered the indignity of lying in the muck for a month.

The old National City and Otay's electric line across the valley to Chula Vista was wiped out and never rebuilt. The line up the Sweetwater to La Presa was done for too.

The Santa Fe wasn't missed either. The San Diego River was a raging torrent and out went the bridge at Old Town. Along with the bridge went a number of loaded freight cars that had been placed on the structure to hold it down.

The San Diego River didn't stop with that. The river washed out the Cuyamaca Railroad's line beyond Santee. Service was restored as far as Lakeside. The portion beyond, to Foster, was gone forever.

Hatfield responsible? Well, maybe. But the courts declared the floods an act of God. Hatfield had agreed to fill Morena reservoir for a fee of \$10,000. He never did collect his money.

You are reminded that the Pacific Southwest Museum Assn. has an operating museum. The museum is open to the public and located at 4880 Beaumont Dr. La Mesa, California.

Hours of operation at the museum are from 1 to 5 each Sunday. The museum is also open to the public on Thursday evenings from 7:30 to 10. On one Sunday each month the museum will be open all day. Those days will be as announced in the PSRMA Report.

The museum is open to clubs and other groups on Saturday by appointment only. To arrange for a Saturday appointment you are invited to call the museum at 466-0681.

Equipment at the museum which may be rode and inspected include a Santa Maria Valley RR railbus, and various other pieces of rolling stock used to transport workmen, such as hand cars and motor cars.

PSRMA sponsored an unusual New Year's weekend activity. A tour directed by Wally Duthie was operated from San Diego to Guaymas, Mexico. The days from December 30 to January 2 were great days of fun according to Duthie. The portion of the trip from Mexicali to Guaymas was by train of course.

A side trip from Hermosillo to Bahia Kino and along the very mountainous coast was made by bus.

On the return trip a very unusual operation occurred between Benjamin Hill and Mexicali. The Pullmans and the Cyris K. Holiday were placed directly behind the headend cars and ahead of the coaches. Upon arrival at Mexicali the diesels and baggage cars were cut off and headed into the wye. The remaining portion of the train was then shoved into the station allowing the Pullmans to be spotted opposite the first class waiting room. Another group with the private car "Cariboo" was observed leaving Empalme on Friday.

MORE NEWS ON PURCHASE OF MEXICAN LOCOMOTIVE

The PSRMA has had plans since its inception to operate a live steam locomotive. Today those plans appear to be almost a reality.

Plans to purchase a steam locomotive have gone forward nicely. At present the museum is awaiting the approval of the Mexican Federal Government in the purchase of a Unidos y Yucatan locomotive. The engine is a 4-4-0 (American) type built by Baldwin in 1887. At present it is still in service.

The museum has bid \$2400 on its purchase. To assure its shipping cost and any repairs which might be necessary it has been decided to capitalize the engine for \$4000. At present pledges and promises for \$3200 have been obtained. The follow-

ing persons have pledged varying amounts to make up the \$3200: Dick Pennick, Walt Hayward, Dwight Couch, Jack Stodelle, Bernard Durkin, Terry Durkin, Thomas W. Sefton, Eric Sanders, Jim Spicer and Al Diamond.

Collateral for the loans will be the locomotive itself. Those loaning money towards the locomotive will form a committee within the museum to safeguard their investment. The loans are to be paid off over a ten year period by the museum with a rate of 6 percent.

Loaners and donors who are interested in keeping this project on the move are urged to contact Terry Durkin for all particulars. Terry's address is 1521 West Hotel Circle, San Diego, California, 92110. His phone is 298-0407.

MEXICAN ADVENTURE TOUR

Send for the brochure about our "Mexican Adventure Tour" which will be during Easter Vacation Week, April 2 until April 10, 1966. The tour will include the thrill of riding over the Chihuahua al Pacifico, the new railroad over the Sierra Madre. Points of interest on the tour will be Chihuahua City, Cobre Barranca, the old city of El Fuerte (over 400 years), the jungles of San Blas and Mazatlan. You will meet Senora Pancho Villa, widow of the famous revolutionary, too. The cost will be \$225 for each adult in an all room Pullman sleeping car. Price includes sight-seeing and some meals. For details contact W. F. Duthie, P.O. Box 4081, San Diego, California, 92104.....

R E P O R T

Report is the official publication of the Pacific Southwest Railway Museum Association, Incorporated, of San Diego County, California.

Officers include:

Stanton W. Kerr, president
Lee B. Adams, vice president
George A. Allen, secretary
Vic Koenigsberg, treasurer

Report Staff:

Charles Kent, editor
Kent Anderson, publicity
George Geyer, circulation

Museum address is:
1050 Kettner Blvd.
San Diego, California, 92101

Report address is:
4064 -47th Street
San Diego, California, 92105

NEWS OF THE SOUTHWEST CORNER * * * * *

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO, INC.

RHS of SD will hold their annual installation of officers and dinner January 10 at the Midway Chuckwagon

CHULA VISTA DILEMMA

The PUC has been petitioned by the City of Chula Vista to be placed within the switching limits of San Diego. This will make no change in present yard limits but will be a rate change only. The PUC was also petitioned to order service into town on both railroads.

SANTA FE

The San Diegans are once more being advertised in the San Diego Union. Morning, Noon, and Night. So goes the ad plugging the San Diego-Los Angeles trains. According to a Santa Fe spokesman, recently in the San Diego Union, the San Diegans are operating in the black.

\$84 million will be spent in 1966 for 4346 new freight cars. 101 of these cars are probably slated for unit coal train service. The unit trains will operate between New Mexico mines and Kaiser Steel at Fontana.

Bad news... 1 man killed and 25 injured. That's what happened December 22, when a southbound San Diegan, number 76, struck a gravel truck at Anaheim. Two diesel units toppled over and 6 out of 8 coaches derailed. Lady luck was with the San Diegan that day.

More potash. Due in January is a total of 34,000 tons of New Mexico potash for the Tenth Avenue Terminal. That's around 350 carloads.

Several times in recent weeks northbound freights have had to stop at the depot and cut the crossing at Broadway. All due from mixups in train orders. (K. Anderson)

The heavy rains in November washed out the track behind the Ocean-side-Vista local. The crew was forced to tie-up at Vista for the night. (Corky Thompson)

SAN DIEGO & ARIZONA EASTERN

Business is booming--on the El Cajon line, that is. Several times in the past month the trains have consisted of 17 or 18 cars and three units. The units were 5101, 5114 and 5119. New spurs recently completed or soon to come include two on the El Cajon line. One, near 54th and Market, serves Butler Feed Co. The other near Montgomery Ward, in El Cajon, serves a National warehouse concern rumored to be Sears-Roebuck. Coming soon is a new team track at National City near Burnett's spur. This track will also serve the Imperial Rug Mills.

Train 451 of the 22nd arrived in San Diego at 5:05am the following day. The cause was motive power failures in the Indio area on the SP.

San Diego's private car, the Cyris K. Holiday, went over the road on its way to Mexicali on December 15. It returned January 3.

A work train was in service the past few weeks. It consisted of a machine on a flatcar and an air dump car. It's purpose is to clean out ditches between Tijuana and Tecate.

Celery season is upon us once more. A second roustabout went into service January 3 to serve the South Bay area. It leaves San Diego at 7pm. So far no change in 452's leaving time.

SD&AE's first installation of crossing gates is rumored to be at the Navy crossing, just east of Highway 80, Seeley.

SOUTHERN PACIFIC COMPANY

The SP is testing the use of remodeled "Daylight-type" coaches in its San Francisco commuter service. The remodeled cars have "airplane" seating arrangements of 3-2. With a 65 percent decline in mainline passenger traffic during the past ten years, it is expected that many of the olders cars presently in use will be replaced by these cars.

One day faster. That is the latest word in freight traffic. Eastward schedules on manifest, perishable and piggyback traffic call for third day delivery in Chicago.

The long anticipated Colton-Palmdale cutoff will soon be a reality. Constuction is expected to commence early this year. Once begun the line will be completed in about two years at a cost of \$20 million.

More microwave. Installations are now underway between Los Angeles and Tucson and on the NWP between Willets and Eureka. Eighty miles of CTC are being installed between Klamath Falls and Black Butte in Oregon. New piggyback facilities are now under construction at El Centro.

Motive power is undergoing a major renumbering. This renumbering does not include switchers under 800hp or engines due for scrapping by 1970. The Cotton Belt and T&L locomotives are also included.

A non-injury passenger train derailment occurred near Paso Robles on December 25. The train was the Lark and the passengers continued into LA by bus. Passenger service between Oakland and Portland has been suspended due to the northern California floods.

The depot at Indio was destroyed by fire on January 4. It was believed to be the oldest structure in the Imperial valley area.

SAN DIEGO TRANSIT SYSTEM

PUC to hold hearings on bus cutback. There will be 2 days of sessions. Robert D. DeWolf, commission examiner, will open hearings Jan. 19, at 10am in the Chamber of Commerce Building. Second session will be at 10am the 20th in the State Building. The company proposes to discontinue service on the following routes. B, C, D, G and J. It also proposed to discontinue Saturday service on the following routes: F and K. Route extensions are proposed on Rte E to include Fletcher Hills. Portions of Rtes 12 and 7 are proposed to be combined into a new route 12 to serve the Lincoln Acres-Paradise Hills area.

National Steel & Shipbuilding

NSS was the successful bidder on the ferries for Washington State. The ships will be four high speed, 382 ft long vessels capable of carrying 2000 passengers and 150 cars at up to 21 knots. (Sanders-Union)

PSRMA REPORT
4064 -47th Street
San Diego, California