Jul-Aug. 77 **REPORT** No. 137

OFFICIAL PUBLICATION OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

RECORD CROWD AT JULY MEETING

The biggest turnout ever, braved crowded parking lots and a hot summer night to enjoy films and folk music at the July 29th General Meeting. Sixty two members and friends signed the register at the La Sala Room in Balboa Park and were treated to a fine evening.

Two donations were announced to the membership. Ralph Lazear donated back issues of Trains Magazine and an 1899 Southern Railroad rule book to the museum. Member John Baldwin of San Francisco donated a new set of batteries for the Victoria in memory of his mother, Mrs. Helen Baldwin.

President Chop Kerr presented the proposal to the membership titled "An Alternative Proposal for Saving the SD&AE Rwy. through Eastern SD County and a Portion of Imperial County." He explained that the Board of Directors developed the plan to use the main line through Campo and Jacumba as a tourist railroad by the museum if the ICC approves the SP abandonment application.

Vice President and General Manager Larry Rose reported on the sandblasting and painting of two pieces of museum equipment at Miramar, the details of which are covered elsewhere in this issue of Report.

Secretary Jim Lundquist conducted a vote on the proposed by-law changes and announced the final vote of 21 for and 3 against. The changes took effect immediately.

Jim Lundquist also took nominations for 1978 museum officers and the following people were nominated:

President: Chop Kerr
V.P. & G.M.: George Geyer, Jim Lundquist & Larry Rose
Secretary: Jim Lundquist
Treasurer: Brenda Bailey & Bert Straw
Director-at-Large: Vern Cook, Jim Lundquist, Dick Pennick & Bert Straw
Review Committee: George Geyer, Tom Matson, Barbarann Parker & Ron Milot

Six railroad films were shown, broken up by a refreshment break. Chop Kerr and Tanya Rose provided the refreshments. Also, as a special treat, Larry and Tanya Rose picked several old-timey bluegrass style railroad tunes. Tanya, who also writes railroad songs, accompanied herself on the guitar while Larry played fiddle and mandolin. The Roses have been collecting railroad folk songs for years and put on a fine show. It was an entertaining evening for everyone and we all look forward to the next meeting in October. Special thanks go to George Geyer for rounding up the steam railroading movies and for talking PSRMA's "closet hillbilly" into playing his fiddle in public for the first time.

by Jim Lundquist

Circus Train Tradition Endures

by Ken Helm

Today there are few reminders left of when the railroads ruled the transportation industry in this country. Last month however, those of us in San Diego were treated to a sight that has not changed since the glorious days of steam. The Ringling Brothers Barnum and Bailey Circus came to town on a private train, just as it did for our grandfathers. The "Greatest Show On Earth" has found that to move all the animals, people and equipment to a town at one time, the railroad is still the quickest and most economical way.

The train arrived in town last month, a day and a half prior to its opening at the San Diego Sports Arena. The closest siding for unloading was the one at Old Town, about a mile away. The portion of the train containing animals and equipment was spotted there and the remainder with the living quarters was taken to the 22nd Street Santa Fe Freight Yards. The consist of some 30 cars was made up entirely of old lightweight passenger equipment. Equipment and animals are carried in converted baggage cars and the living quarters are anything from old Pullmans to converted dining cars. A permanent crew of five are assigned for continued maintenance of the equipment, all of which appeared to be in prime shape. As the circus winters over in Florida, all major repairs and maintenance are accomplished by RBB&B's own crews. When an engagement is finished in a town, the local railroad supplies the power (in our case Santa Fe) and the entire train of equipment, animals, and some 300 people are all moved at once.

There ARE some things that the railroad will always be best at!

REPORT

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Opinions expressed in unsigned articles are those of the editorial staff, and do not necessarily reflect the opinions of PSRMA, its officers or directors. Opinions in signed articles are those of the author only.

PENNICK BOWS OUT AS REPORT EDITOR... ALMOST

This issue of REPORT is the first issue by the new staff but former editor Dick Pennick is not quite through. Dick is still working on his last issue and is planning on going out with a bang. His "swan song" issue should be ready next month.

Meanwhile, the new staff is pushing ahead with the transition, getting the files organized and setting up a new printing schedule. You are encouraged to contribute to the REPORT with articles, suggestions, complaints or compliments. Please get your copy in by the 1st of the month so we can make the mailing date of the 10th of each month. Send to: Larry Rose, 4924 Wood St. La Mesa, California 92041. Phone: 469-3064.

Remember, we want and need your input. The REPORT is as good as you help make it, so let us know your ideas, give us your articles and keep them cards and letters flowin'!

WE'RE SWITCHING AT MIRAMAR !

by Larry Rose

A problem for the restoration crew the last two years has been the awkward location of the museum's tool and storage car, box car #MCAX 3024. Having to cross a drainage ditch and crawl up a steep bank of ballast to get tools was a weekly nuisance until last week when the car was switched out and spotted at the level grade at the front of the string.

Performing the task was PSRMA's G. E. built 45 tonner with Ken Helm, Jim Lundquist and Larry Rose as train crew trading off hoghead and brakeman duties for the 2 hour exercise.

Two run-a-round tracks, several spurs and about three miles of "mainline" are available for shuffling cars on Miramar Naval Air Station.

After getting under way with Shay No. 3, two tank cars and the box in tow, the first task was to spot the former Feather River Railway steamer on the first available siding about a half a mile from the museum's storage site.

This maneuver was followed by thirty minutes of "air brake school" with the remaining three car train. All hands practiced with the train brake valve till they could stop on a dime as instructed by a brakeman on the ground using hand signals.

Train handling and safety schools are planned for the future by the museum operations staff to qualify more of our people as brakemen, conductors and hogheads.

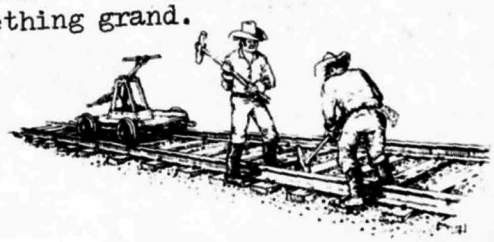
With the switching completed the shay was picked up and the whole consist pushed back to our storage site at the end of the line. As the locomotive was shut down and the handbrakes set, the significance of this simple event was plain to all.

Museum Master Mechanic Ken Helm applies engine brakes as he eases #7485 up to a cut of cars.

PSRMA's 45 ton side rod diesel clanks by with a three car "drag". Jim Lundquist is at the throttle.

A lot of San Diego railfans contributed much sweat, tears and money to make this little event happen. A 100% increase in members in the last two years has to be the biggest factor in the association's amazing progress in that time span. With support like this, visions of steam in Carriso Gorge come to mind.

A few hours of railroading on rented track is a small step on the road to a first class operating railroad museum, but it takes that kind of action to recognize the beginnings of something grand.



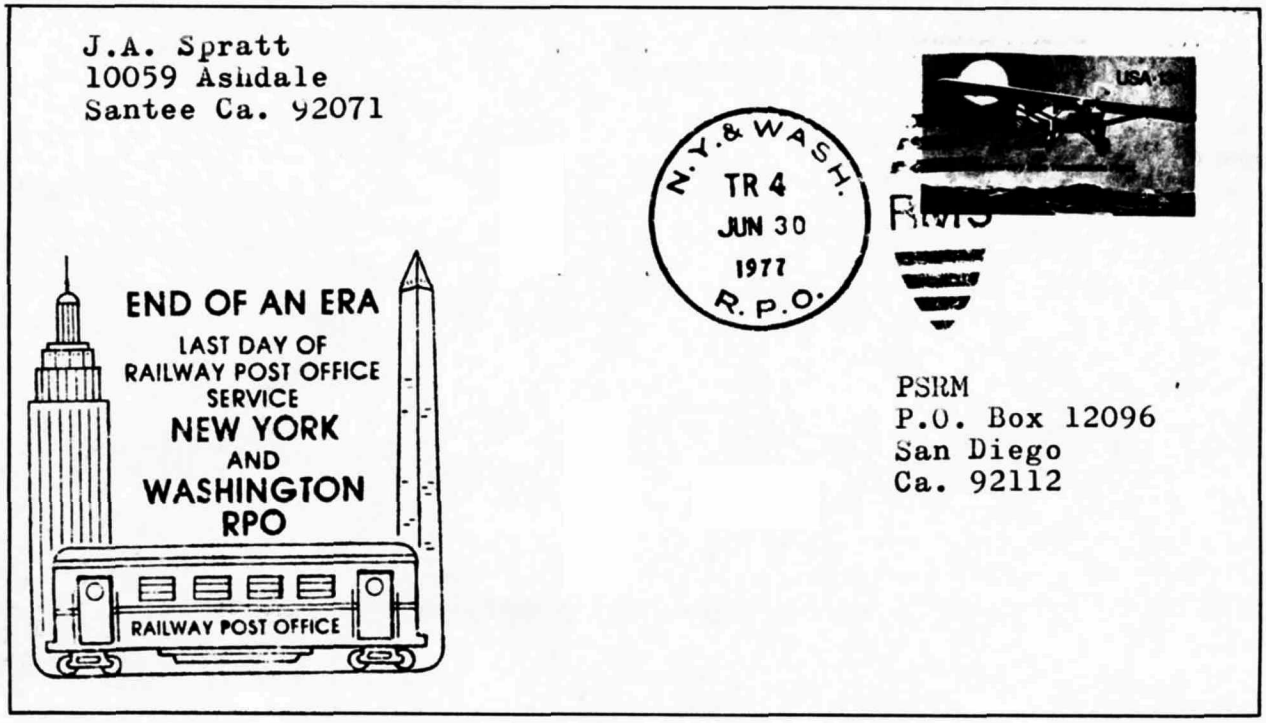
R.I.P. R.P.O.

One hundred and thirteen years of railroad tradition came to a quiet end on June 30th with the last run of the New York & Washington R.P.O.---the last in the United States.

PSRMA has an envelope cancelled on the last run, courtesy of member Judith A. Spratt, that is sure to become a hen's tooth of railroad memorabelia.

Most sources agree that the first Railway Post Office car went into service on August 28, 1864, on the Chicago & North Western Railroad, running between Chicago and Clinton, Iowa.

The old mailhook has been gone for some time and now the train itself has gone to the Big Rock Candy Mountain. The demise of this service is grieved by railfans everywhere.



AMTRAK TO CUT BACK SERVICE IN CALIFORNIA

by Jim Lundquist

Amtrak has announced that service in California's San Joaquin Valley will be cut back from daily to four times a week. Citing budget problems, Amtrak told of cutbacks to start in October, one of which is the "San Joaquin". This will deal a big blow to the passenger train comeback in California. Patronage in this state has been up in the last year, with the "San Joaquin" as much as 100% over last year.

Caltrans has recently entered into the passenger train business by funding two additional "San Diegans" and many feel that Amtrak expects Caltrans to pick up the additional costs to run the "San Joaquin" daily. This would be a big mistake. Amtrak is expected to provide a basic rail system in America, including California. The Caltrans funds should be used to start new service over and above the basic system. Presently, California has 10% of the U. S. population, but only 2% of Amtrak's budget.

Rather than cut back service on the line, Amtrak should look to cut costs of running the train. Instead of the costly two railroad operation, the "San Joaquin" should be run entirely on the S. P. This would save both time and money. Also, one round trip from Bakersfield and return would require only one set of equipment instead of the present two sets.

I, along with Citizens For Rail California, ask that you write Amtrak and your congressman and let them know your opinions and suggestions.

RESTORATION & MAINTENANCE

by Larry Rose

The last few months have been rip-snorters for the maintenance crew. Giant strides were taken thanks to Superintendant Norm Hill and Western Sandblasting Co. Norm arranged the donation of two weekends of heavy duty sandblasting that resulted in two pieces of museum rolling stock getting like-new paint jobs.

Ex-Union Pacific coach #576 was taken down to the bare metal, primered and given a shiny coat of Pullman green. Tank car #65648, which was badly rusted, was also blasted down to the bare bones and painted with three coats of gloss black enamel. "Nick" Nichols paint spray rig has seen heavy use these last few weeks as the last of car #1509 was also primered.

Jim Lundquist and Larry Rose lettered the tank car in its original GATX data and it now looks better than it ever did when in daily use on the railroads.

It was decided to paint coach #576 in its original Pullman green livery mainly because we have Pullman green on hand and didn't have time to scrounge up some U. P. armour yellow and harbormist grey. A sandblasted surface needs paint now!

The sandblasting did in a day what would have taken many months by the museum's usual "hand operated, air cooled" methods. The crew hopes to have another sandblasting session later in the year to refinish the Army kitchen car and the remaining oil tanker. Keeping ahead of the rust is a never ending task but the blasting has given the crew a tremendous jump on it.

On another front, diesel electric #7485 had its sick number 2 engine diagnosed by two more specialists. T. E. Durkin, (hoghead on the Santa Fe 4th District local) and diesel mechanic Knud Antonsen both blamed a stuck injector for the poor performance. Knud, an active new member of the PSRMA work gang, removed the offending injector and rebuilt it. Re-installed last week, the new injector made quite a difference. Engine #2 no longer smokes and coughs! Knud promises to fine tune the engine to perfection in the coming weeks. Although the 150 h.p. diesel runs at 98% perfect now, this fellow is never satisfied.

Museum Gen. Mgr. puts finishing touches on tank car #65648

The museum crew is now doing its own moving of equipment as required for restoration and maintenance. Ken Helm and Larry Rose have taken the Navy locomotive engineer's test and have each been issued an operator's license. Ken and Larry also passed the military conductor and brakeman tests. Museum Secretary Jim Lundquist took the tests last week and should become the next licensed hoghead soon.

The museum wishes to thank Miramar Base engineer Dave Gorham for all his help in getting our people qualified to operate over base trackage and for performing hoghead duties on museum equipment in the interum. Dave, a non-member, donated his time and experience to bang cars around for us on several Saturday mornings after our siderod diesel arrived.

Also taking part in the restoration effort last month was Tanya Rose, the museum's able Director of Personnel and Records. Tanya took the engineer's seat from the diesel loco and re-inforced all the split seams, sewing them up by hand with double stiched heavy duty nylon thread.

The other hardcore railbuffs getting dirty this month were: Norm Hill, Ken Helm, Jim Lundquist, Larry Rose, "Nick" Nichols, Bert Straw, Dick Mc Intyre, Knud Antonsen, Tom Collins, Eric Sanders and good ol' Jack Linn.

Victoria Staffers

by Jo Pressnall

Someone asked me recently "How can we let the Victoria staffers know how much we appreciate their work?" Well, as far as I'm concerned, they each deserve the equivalent of an Academy award for the faithful and outstanding job they do. Museum members, do you realize that about 50 members are carrying all the responsibility for our greatest opportunity for public contact? I feel so sure that there are a few more of your folks who would enjoy showing the Victoria, greeting the public and being ambassadors for P.S.R.M.A. Why not give me a call? I'll assign you with an experienced staffer on the day you choose to work and you'll be on your way in no time. My number is 435-5022. If that's long distance for you, contact any of the folks listed in the Report. They'll get in touch with me and I'll call you.

As I look over my list of those who've helped this past quarter, I could write something complimentary about each one, but space forbids. Thanks to these volunteers for a job well done!

Eric Sanders	Louise DeRoche	Ann Mc Veagh
George Geyer	Gladys Moore	John Pattison
Ron Milot	Steve Rosefeld	Shirley Cook
Tanya Rose	Frank Kearney	Mr. & Mrs. Al Vartanian
Jack Linn	Bob Nickles	David Green
Edwin Smith	Jen Bassett	Carol Green
Cecil Badman	Herb Kehr	Jim Bradley
Tony Linn	Ron Zeiss	Jim Cooley

Many of these folks staffed more than once, and some on a regular schedule once a week. A reminder to all of us from the very gracious Anita Rhein, "It's nice to be important, but it is important to be nice." She proves it.

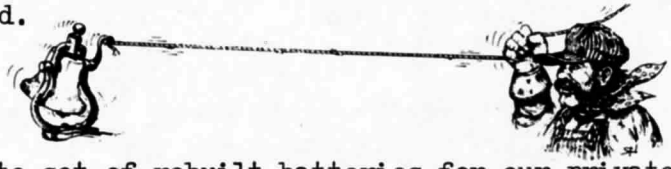
B.O.D. Rumblings

by Jim Lundquist

The Board of Directors met on August second and took action on the following items:

- President Kerr gave a complete rundown of the SD&AE abandonment proceedings.
- Rube Nelson has pledged $1,000.00 toward the French locomotive fund. If forty others match it we could have another steamer in town.
- Larry Rose was appointed Acting Director of Publications and will take over as Editor of REPORT.
- Exhibit staffers still hard to get. A meeting will be set up to explore possible ways to improve the exhibit.
- need to set a family membership rate. It was suggested that a $12.00 member fee for one and $2.00 for each other family member be adopted.
- A one year complimentary membership was extended to Walt Hayward for providing rent free storage of museum equipment on his Lakeside property.

The Board of Directors meetings are held on the first Tuesday of each month at the San Diego Trust and Savings Bank, Sixth and Broadway, at 7:30 p.m. Everyone is welcome and members are encouraged to attend.



Honor Roll

John Baldwin - donated a complete set of rebuilt batteries for our private car VICTORIA.

Ralph Lazear - donated back issues of Trains Magazine and an 1899 rules book from the Southern Railroad.

John Engstrom - donated back issues of The Brotherhood of Locomotive Engineers weekly paper, "Locomotive Engineer".

MEMBERSHIP NEWS

by Tanya Rose

Since I took over last January, it has been a source of personal gratification to see the museum membership grow by leaps and bounds. Quite a few folks are upgrading their memberships to regular status, and by doing so are speeding the progress of museum projects. I'm so glad this is happening and I hope this trend continues. Besides being a great morale booster for everyone actively concerned about PSRMA, it benefits you also as it is tax deductable and entitles you to voting privileges and greater deductions on excursions fees. Won't you think about upgrading your membership today?

Here are the new members from June 6th to August 16th.

REGULAR MEMBERS

Knud Antonsen
Kathy Askew
John W. Ayerton
Brenda M. Bailey
John Baldwin
Albert Barnier
John E. Bennett
John J. Blenkle
James R. Bradley
Albert S. Handy
Arthur & Anne Keevil
Dan Leslie
Barry Lyons
Ann Mc Veagh
Richard Naylor
Steve Seidensticker
Jack & Deena Skapin
Judith A. Spratt
William H. Worthington

CONTRIBUTING MEMBERS

Audrey M. Blenkle
Tom Collins
Stephen E. Drew
Jonathan Forstot
Martha J. Hannafious
Tom Hatchell
Dr. Harvey Heiges
William T. Lalasz
Dan Mc Lean
Paul A. Mize
Rosalind Moore
John Northmore
Anita Mc Williams
Frank G. Williams

A hearty welcome to you all and I hope you will become involved, participating members of the museum. Thanks for joining us!

S.P. FILES TO ABANDON SD&AE

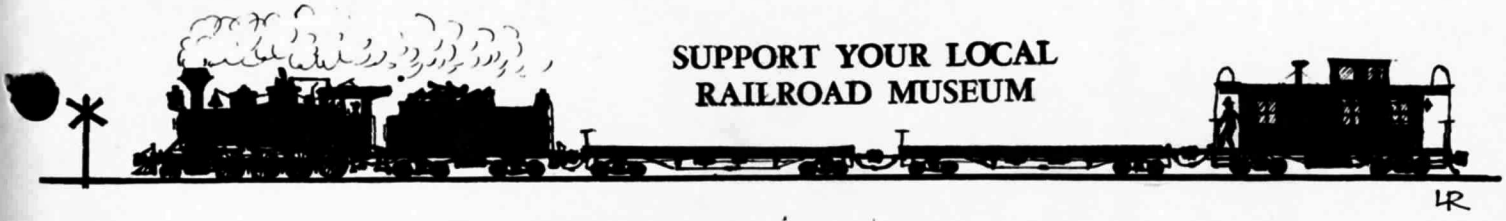
by Jim Lundquist

The San Diego & Arizona Eastern filed an application with the Interstate Commerce Commission on August 10th to abandon all of it's line except 18 miles from Plaster City to El Centro.

"The Southern Pacific wants out of San Diego entirely," said Alan De Moss, Vice President of the Executive Department of the parent company. He stated that the Santa Fe or MTDB could and would likely take over the lines in San Diego. These include the branch line to El Cajon, the salt works line, and the main line into Mexico. "S.P. is ready and willing to work out a plan to see that these lines remain open," said De Moss.

The line between Carriso Gorge and Plaster City suffered $1,245,000 in damages by Hurricane Kathleen back on September 10, 1976. S.P. also claimes losses of about $500,000 a year on the line. However, when I asked De Moss about the losses on the branch lines in town, he stated "The El Cajon branch line could possibly be making a profit for the railroad." De Moss did not have figures on this, but indicated that the local branch lines would probably be taken over and operated by another carrier.

The I.C.C. will inspect the application and gather data about the railroad. In about three to four months, public hearings will be held in San Diego. Our association will participate in the hearings and will submit a plan to use the line between Mexico and Plaster City as a tourist railroad.



TIME TABLE

DATE	ARRIVE	STATION	DEPART
Aug. 27	9:30am	N.A.S. Miramar-equipment repair & maintenance, call Ken Helm 284-8056	4:00pm
Aug. 27		Hearst Castle trip via Amtrak SOLD OUT	
Sept. 3	9:30am	N.A.S. Miramar-equipment repair & maintenance, call Ken Helm	4:00pm
Sept. 6	7:30pm	San Diego Trust & Savings Bank--meeting, Board of Directors	10:00pm
Sept. 10	9:30am	N.A.S. Miramar-equipment repair & Maintenance, call Ken Helm	4:00pm
Sept. 17		Piggy Back rail service first introduced (Long Island R.R.) 1855	

MUSEUM EQUIPMENT FEATURED

Universal Pictures film "Mac Arthur" with Gregory Peck is now playing at the Loma Theatre at 3150 Rosecrans in the Point Loma area. The depot and beach landing scenes were filmed here in San Diego. Our own private Pullman "Victoria" has a co-starring role with car #1509 and our Coos Bay steamer getting bit parts. Our equipment gets about ten minutes of playing time; not bad for our first Hollywood role. There are five shows daily at 1:00-3:20-5:45-8:15 and 10:20.

WHERE DID THE TERM "HOGGER" COME FROM?

John F. Sytsma, President of the Brotherhood Of Locomotive Engineers offered this explanation in the March 18th issue of "Locomotive Engineer", the brotherhood's weekly paper. "Back in the days of small steam locomotives, the common term applied to motive power was "hog". This came about basically because of their prodigious appetite for fuel--namely, coal fed by a scoop shovel. It was only natural, therefore, that the man who ran the locomotive was termed a hogger or hoghead."

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOC. INC.

REPORT
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