Oct. '77 **REPORT** No. 139

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

GENERAL MEETING OCTOBER 28th

This month's general meeting will feature the election of museum officers for 1978 and a talk on the use of radio scanners for train watching and general railfanning by member Ed Smith who has been listening to the "music of the rails" for some time. A slide show and refreshments are also on tap, so come on out and mingle with your fellow rail buffs. DON'T FORGET TO VOTE! Regular members can mail in their ballots or vote at the meeting. See you at 7:30 pm in the La Sala Room, House of Hospitality, Balboa Park!

San Diego Rail History Featured

Member P. Allen Copeland has researched a series of articles on the industrial and military railroads of the San Diego area. Allen's in depth reports and locomotive rosters of these little known switching lines will grace the pages of PSRMA's newsletter throughout the next year starting with an introduction and part one in this issue. Allen is a long time member of PSRMA and a noted local rail historian. He has had articles published in such magazines as EXTRA 2200 SOUTH, MOTIVE POWER INTERNATIONAL and WESTERN TRANSIT.

Also submitting material for publication were members Ray Lethbridge, Anita Rhein, T. E. Durkin, Knud Antonsen and our most distant member, Kenneth Williamson of Edinburgh, Scotland. This increased participation by the membership in their newsletter can't help but make REPORT a more interesting and informative rag. Thanks, people! Keep those cards and letters comin' in!

War Declared on Rail Vandals

Articles by Tanya Rose and T. E. Durkin in this issue probe the vandalism mess and what's being done by the railroads and the unions to fight the worthless scum who attack trains with everything from rocks to rifles.

Puerto Peñasco Trip November 5th

This year's Mexican rail adventure is already attracting a crowd, so if you want to go, get your reservation in now! Call Barbarann Parker at 465-6387 for details.

Members Enjoy Bay Area Tour

I had a pleasant chat with Kay Montgomery on the phone the other day. She and her husband, along with their friends Harry and Ruth Perkins took our San Francisco tour early this month. "George Geyer is so charming", she said, "everything went so smoothly and the food on the train was good. We did as we pleased...taking the Muir tour but not the trolley ride. Among other things, we saw a Kung Fu demonstration and the inside of a Buddhist temple. Everything went perfectly, and it was a very compatible group." Needless to say, I was happy to hear how successful our Bay Area excursion was. We'll continue to strive for more and even better tours in the future. Thanks for the compliment, Kay! (T.R.)

VANDALISM, A View from the Cab

by Terry E. Durkin

Vandalism on the railroad comes in every possible form. In my 13 years as an engineman I have experienced almost every variety of vandalism.

During the summer months and other school vacation periods this problem is at its height. The normal everyday act of vandalism is rock throwing. Having a broken windshield once or twice a week is commonplace. The problem became so bad and eye injuries so high that the Santa Fe Ry. instituted a safety eyeglass program that cost over a million dollars.

Rocks are only a minor problem if you can believe that. Vandals destroy tracks, switches, signals, and rolling stock. I have found almost everything piled on the tracks in front of me, stolen cars, bikes, boulders, trash cans filled with rocks, and a stack of railroad ties as high as the engine. In the case of the ties I was lucky to get away with my life. They destroyed the front of the engine and if one had gotten through the windshield in the right direction I would not be writing this.

An unintentional form of vandalism is caused by motorists who drive in front of our trains, get hit, are killed, cause property damage, and a great deal of delay to our trains, as they say, "Time is money", but is it worth taking a chance at the crossing?

It is ironic that I was asked to write this article earlier today by your editor Tanya. On my return trip on the Fourth District local tonight, a man chose to step in front of my train to commit suicide. This caused delay to me and the passenger train following me, plus mental anguish to me and his loved ones.

Time to Fight Back

by Tanya Rose

The days of steam are no more, the everyday life of railroading which Jimmy Rogers "The Singing Brakeman" wrote about has, for the most part, passed into history. The one thing which hasn't disappeared, unfortunately, is railroad vandalism. Not only is it with us, but it has worsened in its frequency and in the intensity of its viciousness. PSRMA has also undergone its share with broken windows, theft of parts, break-ins, and despoilment of car interiors.

I read in the "Locomotive Engineer" (March 18, 1977) testimony given by the Brotherhood of Locomotive Engineers Vice-President/National Legislative Director E. L. Mc Culloch which shocked me to the core. He spoke to the House Judiciary Committee's Subcommittee on Crime, urging support for H.R. 4507 calling for stringent federal laws to combat vandalism. "In years past locomotive engineers' only fear was train accidents resulting from head-on or rear-end collisions, a broken rail or a bridge collapsing; accidents that could be controlled with good track and roadbed maintenance and efficiency of operation. Today, locomotive engineer's fears are more profound and come from a source they cannot control. They fear a rifle shot out of the dark; a bottle, a brick, a railroad spike, a tieplate or other deadly missile thrown from unknown places by unknown persons."

What Engineer Durkin told you is echoed by many others. Most vandals are between the ages of 8 to 25. Men are being maimed or outright killed....for they are the helpless targets of these creeps. When I was a child, an engineer was someone to be emulated; he was a bona-fide folk hero, and as far as I'm concerned, <u>still</u> is!

According to the United Transportation Union's President Al H. Chesser, (Sept. 17, 1977 U.T.U. News) the Subcommittee on Crime <u>shelved</u> H.R. 4507 earlier this year saying it would seek enactment of uniform state legislation. "We are still waiting." says President Chesser. In the meantime, U.T.U. has H.R. 6139 pending legislation, making certain acts of vandalism a federal crime.

PSRMA is an organization with lots of neat equipment and memorabelia, but it is also composed of some pretty nice folks too. You, like the train personnel, put your life on the line when you board a train. The U.T.U. and the B.L.E. I'm sure would like to see H.R. 6139 passed. Write your congressman and express your concern; co-operate with the police, and raise the awareness of those around you to the seriousness of this problem which confronts us all. I bet Terry would like you to do that, too!

VICTORIA STAFFERS

by Jo Pressnall

The outside of the Victoria shines and glows due to the fine work of the restoration crew and Scout Troop #32 who took an entire Saturday to come down and make our lovely lady look even lovelier. The inside was graced with the glowing faces of the following volunteers for last month:

Kay & R. L. Montgomery
Tanya Rose
Steve Rosefeld
Ann Mc Veagh
Jim Cooley
Peggy Secor
John Pattison
Cecil Badman
Frank Kearney

We need help for Saturdays. Many of our faithful staffers have taken jobs or are doing other things that get in the way of doing what they'd really like to do. If you have a Saturday you can give, please get in touch with me and we'll help you get started. Phone me at 435-5022. I'll be looking forward to getting your call!

* * * *

Linda Di Giorgio has asked us to put in another plug for volunteer tour guides at Miramar. She, like the rest of us, has her daily life to see to, but tries her darndest to fit all the groups who wish to see our locomotives and passenger equipment into her schedule. All information would be provided and the cars are coupled together so there is no climbing up and down all the time. The groups are always attentive and much good will is generated for PSRMA by this contact. Phone her at 280-1781. She'd love to have some help.

John Ashman applies rubbing compound and a lot of elbow grease to the pride of P.S.R.M.A. Behind the ladder are John's sons Joe and Jeff. All are hardworking new museum members.

"Up the road she darted"

by Tanya Rose

October 23 marked the 87th anniversary of the wreck of the F.F.V. (Fast Flying Vestibule, sometimes referred to as the Fast Flying Virginian or First Family of Virginia) with engine number 143. George Alley was the engineer that day, and he bravely stayed with the engine to the last, while bidding the fireman to jump for his life. The wreck occurred just three miles out of Hinton, West Virginia on the Chesapeake and Ohio railroad, giving rise to the nation's oldest known folksong about a trainwreck. It was said to have been written by an engine wiper who worked in the roundhouse at Hinton. I have always loved to sing this song, as there's not a wasted word in the whole ballad....George's heroism and his sad fate are vividly captured in this verse:

Up the road she darted, against the rocks she crashed.
Upside down the engine turned, and Georgie's breast did smash.
His head was against the firebox door, the flames a rollin' high,
"I'm glad I was born for an engineer, on the C.&.O. to die!"

If this verse has piqued your curiosity about the rest of the song and other train ballads, get "The Railroad In Folksong", RCA Vintage Series LPV-532. The songs range from the humorous to the tragic and are an integral part of the rich railroad tradition of our country. Happy listening!

Industrial Railways of San Diego County

by P. Allen Copeland

INTRODUCTION

Many people are unaware that any industrial railways operated within San Diego County. The usual industries that employ private or industrial railways, such as steel mills, logging companies or coal mines simply didn't exist here, and of the organizations that did use private railways, most were discontinued quite early or operated in areas removed from population centers, increasing their obscurity and fascination. The military of course, discouraged outside interest in their facilities, usually placing their railway activities outside the read of the public.

When I originally set out to learn more about industrial railways within the county, little did I realize how difficult the task would be. Railroad activities were usually well reported in the newspapers before 1900, and some space was devoted to the Pacific Coast Steamship Co., but this was the only industrial railway so blessed, and even the later years of this operation are hidden in obscurity. All of the other industrial railways weren't built until the World War One period, and very little material on them ever appeared in the local periodicals unless it was connected with some disaster. With one exception, again the Pacific Coast Steamship Co., even the rail enthusiast press has ignored the industrial railway scene.

Much of the information contained in this compilation was obtained by checking lists of the locomotive builders, trade periodicals, the companies themselves (if they are still in business) and the public affairs offices of the military organizations. The Navy Construction Batallion Center, Port Hueneme, provided information on Navy locomotives, and information on Army and Air Force locomotives was obtained from the U.S. Transportation Material Command, St. Louis, Mo.

The locomotive rosters contain all information that is known to identify and classify each unit of motive power. For steam locomotives, the Whyte system is used, whereby numerical digits separated by a dash is used to show the leading wheels, the drivers and trailing wheels (i.e. 2-4-2, 2-8-0, 0-6-0). A "T" or "ST" following the wheel arrangement indicates a side or saddle-tank arrangement for carrying water, and the builder, builders's serial number and date of construction are also shown.

For internal combustion locomotives, a modified Association of American Railroads scheme is used, where an alphabetic character, separated by a dash gives the number of axles for a trucked locomotive (i.e. B-B, C-C, etc.). For four wheeled locomotives, the notation 24wh" is used. Following this is the engine type and transmission (gas-gas mechanical, D/E-diesel electric, D/M-diesel mechanical), the net horsepower, engine weight, builder, builder's serial number and date of construction. Some manufacturers designated their products by a model or type, and this is shown where appropriate. Additional comments have been made to show acquisition dates, dispositions and former owners.

The following pages and listings provide, as far as possible, material on all known private railroad operations in the County of San Diego, but some organizations may be missing. Anyone reading this data with further information in the way of corrections, data or pictures is requested to contact the compiler, through Editor Larry Rose.

Excluded from this compilation (to be published in the REPORT in succeeding issues) is the common carrier service operated by the Santa Fe, the San Diego & Arizona (Eastern), the San Diego Electric Ry., the Los Angeles & San Diego Beach, the Mexico & San Diego and all their predecessors. All of the major operators performed functions that are analagous to those performed by those in the private sector. This would include services such as plant switching, performed for customers or services performed for internal purposes. The San Diego Electric Ry. operated a large fleet of specialized equipment on the streets of San Diego, such as dump cars, flat cars, a crane and others, all for company purposes.

PART ONE--UNITED STATES MARINE CORPS RAILWAY, Camp Joseph G. Pendleton

Camp Joseph G. Pendleton was activated in 1942, consisting for the most part of the entire former Rancho Marguerita, which was condemned and purchased. The base soon became one of the Marine Corps largest centers, and remains so to this day, performing not only training activities, but also as the home of the entire First Marine Division.

Since the base is bisected by the Fallbrook branch of the Santa Fe, rail access to the base was considerably eased, and the huge base does not have as much government owned trackage as might otherwise be the case. Nonetheless, track was built to service warehouses and storage facilities and several locomotives were brought in to work these, which were operated as the Marine Corps Depot of Supply, Nebo, California. These were augmented by surplus Army locomotives, and by the Santa Fe, which also performs switching as required.

Eventually, most of the locomotives were sold or transferred elsewhere, but one General Electric 80 ton unit is still used in the 22 Area and a Whiting Trackmobile is used in the 26 Area. Usually, three or four boxcars are brought to the 22 Area by the Santa Fe each week, but as many as twenty-two cars have been known to come in on one day. Shipments include everything from baby food (for the base commisary) to tanks and landing vehicles on flatcars. As long as the base remains important to the Marine Corps, it would seem certain that the rail facilities will remain intact and in use, since weight limits on California highways would preclude much heavy equipment being brought into the Camp by truck.

Roster of Locomotives:
Camp Joseph G. Pendleton, Calif. (U.S. Marine Corps)
Standard Gauge

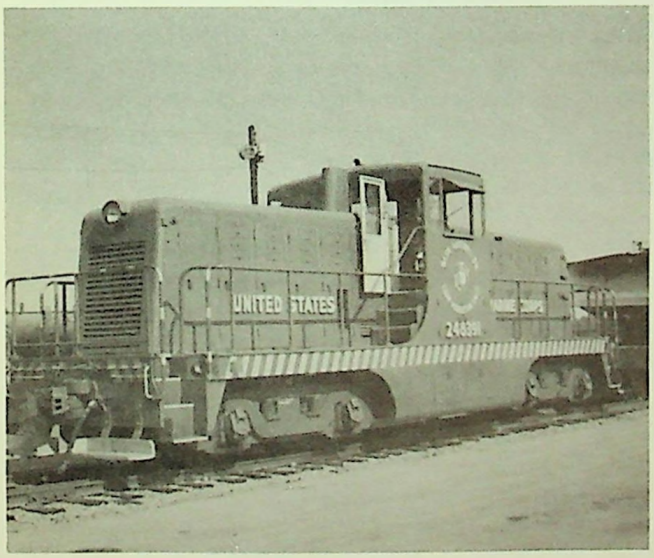
#112345 B-B D/E 300 HP 90000# Gen. Elec. #17797 2/43 New. Sold?

#112346 B-B D/E 300 HP 90000# Gen. Elec. #17819 3/43 New. Sold?

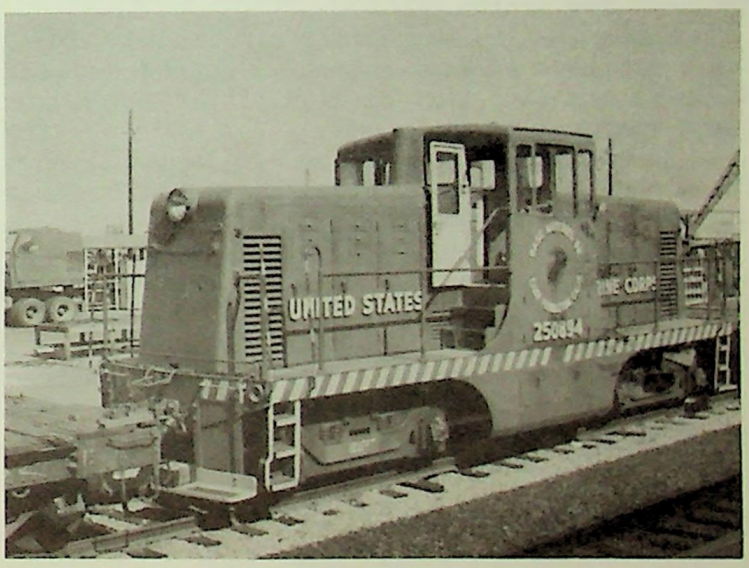
#112347 B-B D/E 300 HP 90000# Vulcan Iron Works #4333 10/41
Ex-U.S. Army #7223, Lowrey Field, Colo.; orig. U.S. Army Ord. Depot #3, Ogden Utah. Transferred or sold?

#250894 B-B D/E 380 HP 89000# Gen. Elec. #15118 2/42 44 ton ex-U.S. Air Force #7508; Ex-U.S. Army #7508; orig. Iowa Ord. Works #10-44, Dayman Iowa. Transferred to U.S. Navy #65-00608, Naval Station, San Diego, California

#248391 B-B D/E 500 HP 160000# Gen. Elec. #17892 3/44 80 ton ex-U.S. Army #7285, Volunteer Army Ammunition Plant, Chatanooga, Tennessee.



No. 24831, G.E. 80 tonner of 1944, is still serving the Marine Base.



Built in 1942, this 44 ton unit now works the Naval Station in San Diego.

RESTORATION NEWS

by Ken Helm

The museum work gang spent two Saturdays last month cleaning and polishing Victoria, the Grand Dame of PSRMA's equipment roster. The 1927 Pullman heavyweight was thoroughly cleaned inside and out to counteract the wear and tear of a full summer of visitors to our mini-museum on Harbor Drive.

Members John Ashman and his sons Joe and Jeff recruited several Boy Scouts from Troop #32 of National City to help polish the heavily oxidized exterior. The entire outside of the car had to be rubbed out with polishing compound before wax could be applied, all by the museum's usual "hand-operated, air-cooled" method.

While most of the crew were "armstronging" the outside, Bert Straw, Nick Nichols and Jack Linn handled the inside chores like fixing a sticking door, tightning screws and adjusting a faulty trap on the rear platform. Brenda Bailey vacuumed the carpet and furnishings.

Victoria is now standing tall and ready to host tourists and railfans for another season in the elegant manor of Pullman tradition.

The string at Miramar was not neglected last month with car #1509 and our side rod diesel locomotive getting most of the attention.

Master craftsman Frank Cooke finished the kitchen door to car #1509 and it was installed and painted by Nick Nichols. Frank did a super job on the door, covering it with galvanized sheet metal with neatly soldered seams around the $\frac{1}{4}$" plate glass window. This completes the exterior of the car except for a final coat of paint and lettering. More people will now be available to help Jack Linn and Bert Straw with the interior restoration.

Our G.E. 45 tonner #7485 was painted this month after being wet sanded smooth, again with the help of Troop #32. A very durable acrylic enamel two part paint was used over our usual red primer for a very high gloss black finish. Larry Rose and Ken Helm handled the spray gun. The locomotive will be detailed inside and out over the next few months.

Mechanically, the little side rod growler gets better every week as Knud Antonsen continues to find things to tweak and fine tune on each of the 150 h.p. diesel prime movers.

A persistant leak in the roof of coach #576 was fixed as Jim Lundquist, John Ashman and Ken Helm applied a coat of roofing tar.

The recent rain provided a test of their work and not a drop got through to stain the floor, recently polished by Brenda Bailey.

Bert Straw in his usual Saturday habitat-working in the kitchen car "shop"

Helping out this month was the usual gang plus the Boy Scouts of Troop #32. Want to help? Call Larry Rose or Ken Helm if you want a job or just come on out and take a look at your beautiful equipment. Its worth the trip just to see good ol' Jack Linn in action!

Private Car News

The private car "Hulham" was covered in the travel section of the San Diego Union on October 9, 1977. This car is owned by Gordon Ingram, Jr., a member of PSRMA. The car was originally the "Tacoma Club" of the Northern Pacific and still has a "North Coast Limited" drumhead on its rounded observation end.

VIEW from the VESTIBULE

by Jim Lundquist

There is so much news about railroads in this area that I almost don't know where to start. I will try to outline most of it, but I hope you will take the time to read more in depth on the items that interest you.

In a surprise move, the MTDB (Metropolitan Transit Delelopment Board) has chosen to study the possibility of putting steeet cars on the twenty mile route from the Sports Arena to the border. The cars can carry 180 persons up to 60 m.p.h. This is the cheapest form of transit they could have picked, and I am sure was the main reason they did so. However, while keeping the price low so as to be able to sell the system to the taxpayers, I feel they missed the whole point of transit.

Street cars could be fine downtown where the short ride traffic is, and the nostalgia effect would attract visitors to San Diego, but this type of equipment will not get the gas guzzlers off the freeway. What is needed is a system of high speed light or heavy rail vehicles on exclusive rights of way.

The public support for mass transit is solid with 65% of those polled in a recent TV survey in favor of some kind of system. MTDB should stop trying to fool the people with street cars and come up with a viable alternative to the bumper to bumper rush hour mess.

The SD&AE tracks to El Cajon (La Mesa branch) have been under much discussion this month. The MTDB has ideas for using the track or right-of-way for transit in the area and has undertaken a study to see what is involved. Board of Supervisors Chairman Jim Bates has been quoted as saying "This stretch of right-of-way would be ideal for a commuter train system." Also looking into the line is Caltrans. They are contemplating buying the line and running it as a subsidized freight hauler.

A bill just signed into law allows federal aid to the state for local freight assistance programs. This idea has merit, but, as Chuck Ferree of the El Cajon Chamber of Commerce points out, "I have serious doubts whether the state knows anything about running a railroad." I feel that a better idea is to let the Santa Fe take over the line, as there is no one else locally who could operate it....(except maybe PSRMA!?)

On the Amtrak front, the "San Diegans" continue to carry more travelers with an increase of 14,422 over this time last year. The Caltrak #779, leaving at 7:30 pm carries the greatest amount of travelers, a record of 6,000 last month. The line is being studied as to the location of intermediate stops, which now generate 70% of the passengers on the route. Everyone concerned would like to keep the number of stations at 5 or 6, but the locations of them are in question. Besides the stations now in use, possibilities for new ones are Mission Viejo (Irvine), Pico Rivera or near I-605, Anaheim, and Capistrano Beach.

Also under consideration is the route between San Jose and Oakland. Three different lines exist, two S.P. and one W.P., all of which are very slow. This segment is being looked into to see what can be done to improve the speed, and only one line needs to be improved.

One last line being studied is the great missing link in the state, the "line" between Bakersfield and Los Angeles. The 169 mile, five hour line just can't compete with the 110 mile, two hour freeway. Any ideas?

I have saved the best news for last. The new train to Sacramento is going to be extended to San Diego as a night train. Times are to be NORTHBOUND departing San Diego at 6:30 pm, L.A. at 9:00, San Jose at 7:00 am, Oakland at 8:00 and arrive Sacramento around 10:00 am. SOUTHBOUND departing Sacramento at 6:00 pm, Oakland at 8:00, San Jose after 9:00, L.A. at 8:00 am and arrive San Diego at 10:30 am. Can San Diego really be getting its own long distance train? Its either that, or three trains from Oakland to Sacramento says Caltrans, and the S.P. doesn't like the idea of the three trains. The stops will be the same as the "San Diegan" and the "Coast Starlight" with Suisun-Fairfield, Richmond-BART, and the possibility of Busch Gardens near I-405 added. Also being considered is an extension of the "San Joaquin" into San Diego through L.A. Another long distance train for San Diego? Senator Jim Mills would sure like to see it.

More new trains are being planned. A bill is awaiting Governor Brown's signature which would create the "Del Monte" and "Suntan Special". These will run from the Bay Area to the Monterrey Bay. (continued on page 8)

(FTV, cont. from page 7)

Hey, People! Things are really beginning to happen with trains in California. Grab hold and get involved, because this is just the start. I am getting excited and I hope you are too.

For those of you who like to travel the rails and have the money to do so, I have some information for you. Amtrak is offering tickets to travel from San Diego to Vancouver, B.C. round trip for only $129, a savings of $69. Also, the trip from L.A. to Chicago and return on the Southwest Ltd. has been reduced by 25%.

For you world travelers, information about the Eurailpass may be received from your travel agent or from WBA, 51 Ridgefield Avenue, Staten Island, New York 10304. ALL ABOARD!

REPORT

Publication of the Pacific Southwest Railway Museum Association, Inc. P.O. Box 12096, San Diego, Ca. 92112

EDITOR: Larry L. Rose
ASSOCIATE EDITORS: Ken Hahn, Tanya Rose
CIRCULATION: James J. Lundquist

Published monthly by the Association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history. Membership dues: $12.00 per year regular, $4.00 per year contributing.

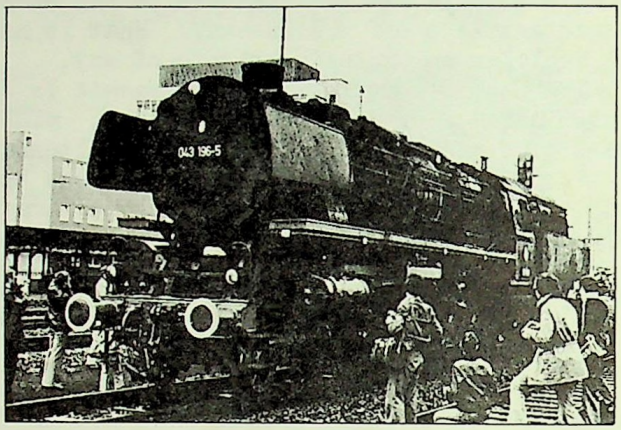
Telephone: (714) 280-1781

Officers and Directors of PSRMA, Inc.

H. C. Kerr, Jr. .....President
Larry L. Rose .....Vice President
James J. Lundquist .....Secretary
Eric A. Sanders .....Treasurer
Richard E. Pennick .....Board Chairman
Norman R. Hill .....Director
Barbarann Parker .....Director
W. George Geyer .....Director

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.

Auf Wiedersehen to Steam



The last operating steam engine on the German Federal Railroad has been retired. Old number 043/196-5 spent this last summer making runs for the benefit of railroad buffs. From now on, only diesel, diesel-electric, and all-electric locomotives will operate on the German railroad system.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
P.O. BOX 12096 SAN DIEGO, CA 92112

Non-Profit Org
U.S. POSTAGE
PAID
La Mesa, CA
Permit No. 205

Return Postage Guaranteed
Address Correction Requested

PERRY K. TIMMERMANS
11147 SAUNDERS CT.
SAN DIEGO, CA 92131