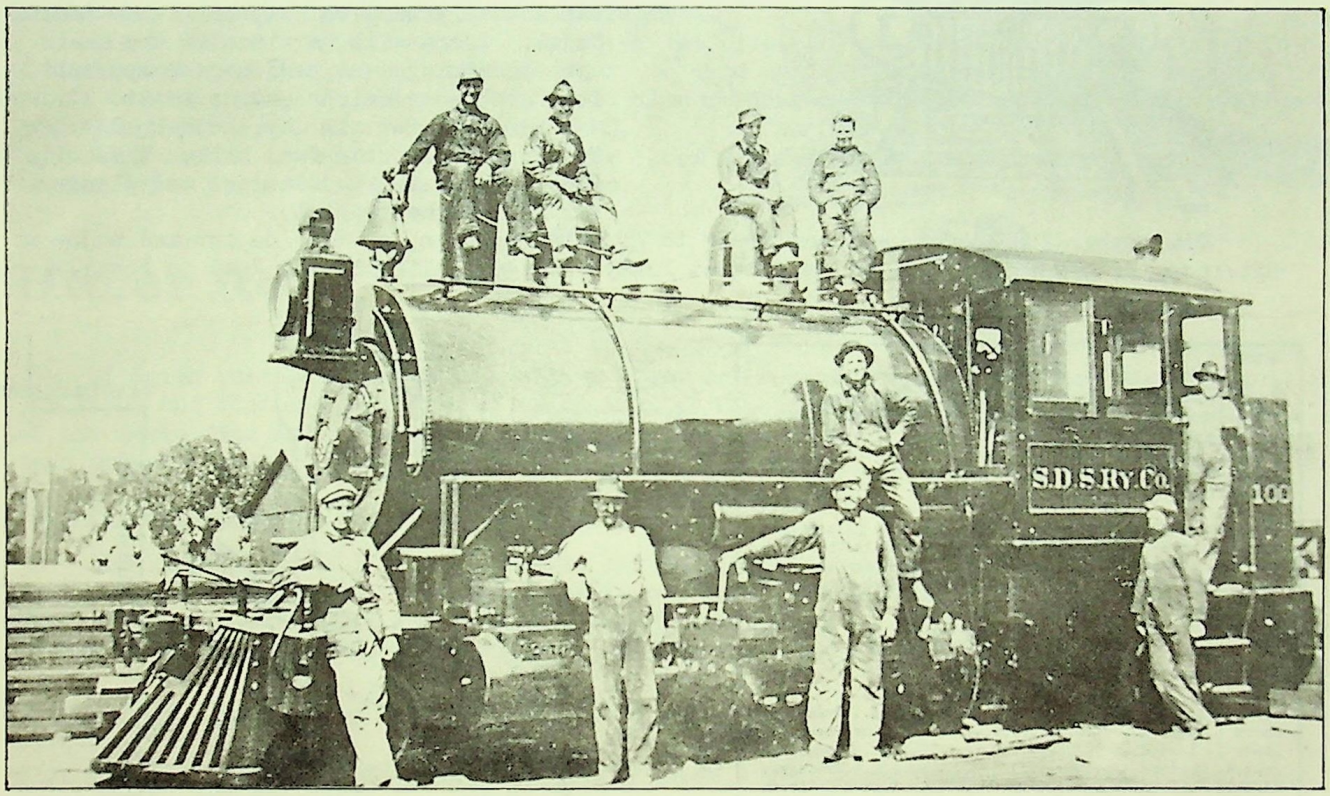
Nov. '77 **REPORT** No. 140

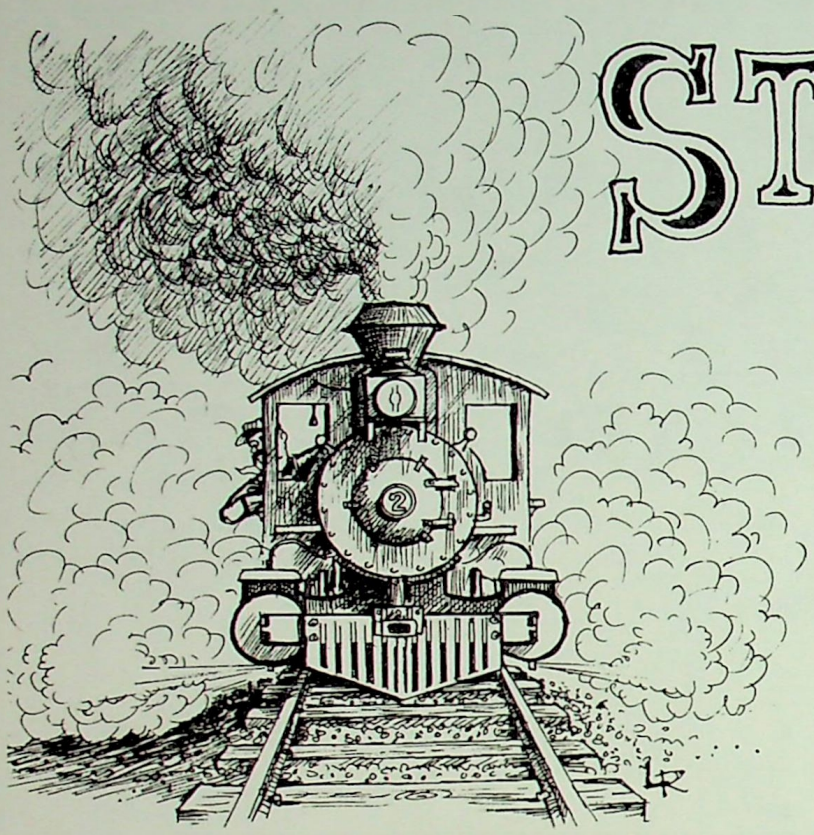
OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



San Diego Southern Railway No. 100 , 1912

Photographed by San Diego's Number 1 railfan, the legendary R. P. Middlebrook, this little Porter 2-4-2ST was to become the first locomotive of the San Diego Naval Destroyer Base, now called the U.S. Naval Station, San Diego. Built in 1912, the engine is shown here with what is apparently the entire shop force of the San Diego Southern Railway Co. soon after delivery by the Pittsburgh based manufacturer. The locomotive was soon renumbered 2 and went to the San Diego and South Eastern with the same number and later to the San Diego and Arizona Ry. still lettered number 2.

This locomotive and others are featured in this issue of REPORT in Part Two of P. Allen Copeland's series on the industrial railways of San Diego County.



STEAM UP

All of you out there who love the sound of hot escaping steam, the long moan of a whistle, the screech of steel on steel, get ready for Sunday, November 27th. Museum member Col. John Porter, owner, chief mechanic and engineer of the Poway Village and Rattlesnake Creek Railroad in Poway has graciously offered to steam up his 1878 Baldwin 0-4-0 steam locomotive for all members and their families.

The fully restored narrow guage loco was actually used to help build the Panama Canal. There will be rides in the chair car, in mining cars, and hand pumpers if you think your hearts are up to it. Tickets are 50 cents for all day, to help Col. Porter out with the fuel bill. Kids ride free. There is a restaurant and plenty of parking on the property.

Old number 2 should be hot and ready to go about 1:00 pm, so come on out and enjoy an afternoon of old-time steam railroading at Poway Village, 14112 Midland Road in Poway.

REPORT

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

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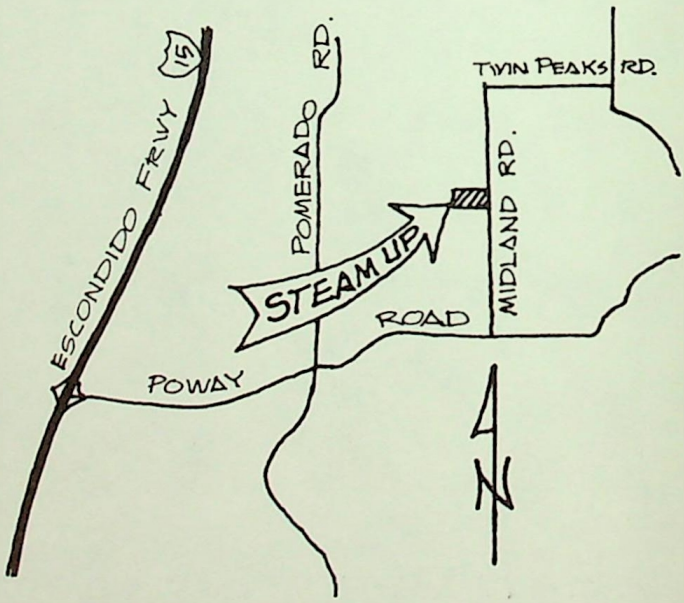


ANY STEAM UP IS A RARE OCCASION THESE DAYS, SO DON'T MISS THIS ONE!!

SUPPORT YOUR LOCAL RAILROAD MUSEUM

1978 Officers Elected

The election of Museum officers at the October meeting saw all the incumbents re-elected plus two new faces for the 1978 Board of Directors. President H. C. "Chop" Kerr will be in the right hand seat for his third consecutive year. Returning for a second term were Larry Rose, V. P. and General Manager and Jim Lundquist, Secretary. Dick Pennick will automatically remain as Board Chairman as the immediate Past President.

In the hotly contested Treasurer's race Brenda Bailey edged restoration crew member Bert Straw to take the seat occupied for the last few years by the hardworking Eric Sanders. Also new to the board will be Master Mechanic Ken Helm, taking the Director's seat vacated by Barbarann Parker.

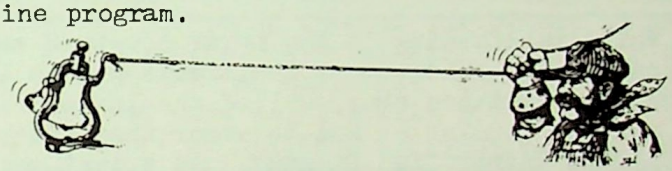
George Geyer, current Advisory Staff Representative to the B. O. D. was elected to the Review Committee.

OCTOBER MEETING HI-LITES

The last general meeting was well attended with over 50 members and friends on hand. V.P. Larry Rose pinch hit for President "Chop" Kerr as M. C. and started the evening with a detailed report of Museum restoration and operations. Excursion Director Vern Cook and Membership Director Tanya Rose also gave reports.

After Secretary Jim Lundquist conducted the election, member Ed Smith have a very informative talk on the use of radio scanners to find out what's happening on the mainline while chasing trains in the Southwest. Ed also presented a fine slide show of his railfan photography from all over the western U. S.

Many thanks to Ann Mc Veagh and Peggy Secor for the hot cider and doughnuts and to George Geyer for setting up a fine program.



Honor Roll

Ed Smith presented the Museum with a large color photograph of our Coos Bay steamer, car #1509 and Victoria in front of the San Diego Depot. The picture, taken during filming of the movie "Mac Arthur" last November, will be hung above the bar on the "Vic" our vintage private Pullman.

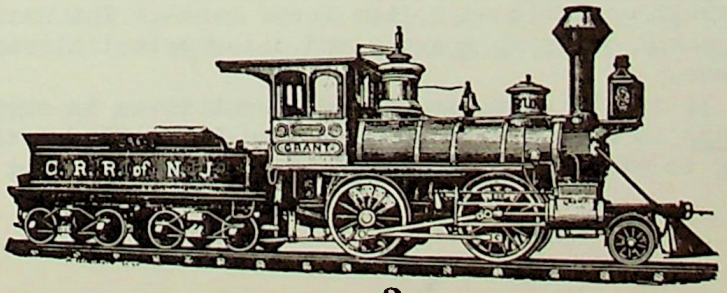
Staff Thanks Contributors

The participation of the membership in the Museum publication is picking up! We have some interesting articles waiting in the wings, thanks to William O. Gibson, Anita Rhein, Brad Bauman, Jo Pressnall and Ed Smith, who joined Bob Di Giorgio, Ken Helm, Jim Lundquist, P. Allen Copeland and George Geyer as contributors to PSRMA's REPORT.

PSRMA Library Grows

The University of Oklahoma Press has donated a copy of their newest publication "The Language of the Railroader". The book contains a complete compilation of railroad slang and terminology in dictionary form.

The many exchange publications the Association receives from other railroad museum groups as well as donated rail books and literature can be checked out at any time by members of PSRMA. Call Larry or Tanya Rose at 469-3064 if interested.



Vandalism Articles Draw Comment

The following letters were received in response to the railroad vandalism articles by Terry E. Durkin and Tanya Rose in the October REPORT.

Section 219.2 of the California Penal Code states:"Every person who wilfully throws, hurls, or projects a stone, or other hard substance, or shoots a missile, at a train, locomotive, railway car, caboose, cable railway car, street railway car....used for carrying passengers or freight....is punishable by imprisonment in the County jail not exceeding one year, or in a State prison not exceeding three years, or by fine not less than fifty dollars, nor more than five hundred dollars, or by both such fine and imprisonment".

This is one of the six sections in the California Penal Code pertaining to vandalism against trains. The law is there, but something is missing: the apprehension of the vandals.

I have approached officials of both the Sheriff's Office and Santa Fe about a volunteer "Railfan Patrol" to patrol and report to the Sheriff any acts of vandalism. They have both responded favorably to the patrol. I went out on a trial run the other weekend and helped to apprehend three people dropping rocks on to passing trains.

I plan on continuing these patrols on a random basis on the weekends. My car is equipped with a C.B. radio to get in touch with the law enforcement agencies via channel 9 (emergency channel) or with the sheriff deputies directly. A few deputies have installed C.B.'s in their patrol cars.

Anyone interested in this type of activity may contact me by mail at: P.O. Box 2141, El Cajon, Ca. 92021 or call one of the officers of the Museum.

Ed Smith

(editor's note: While railfanning in the north county 2 weeks ago, Ed observed a young man walk to the center of a bridge over the tracks with a large rock in his hands. Ed, watching this from some distance away, called the law on channel 9 on his C.B. radio. A sheriff's deputy arrived in minutes and together they watched this creep drop his rock on the cab of a southbound Amtrak "San Diegan". An arrest was quickly made for violation of the above Section 219.2 among others.....Score <u>one</u> for the good guys!)

I totally agree with the vandalism articles by Terry Durkin and Tanya Rose. In the six years I worked for the SP&S I have witnessed most of the things mentioned concerning locomotives, and also the type of malicious mischief which occurs in the shops area. You'd be amazed at what you can encounter. On several occasions I have seen where electrical, air and steam lines were cut (to varying degrees), nails driven into electrical cables, bolts loosened, and structural damage done to buildings and engines.

If <u>you</u> see something happening, report it immediately to the proper authorities. If you can, take positive steps to stop the vandalism. Railroad special agents, local police and railway workers do what they can, but rail fans can help too. The concerted effort of <u>all</u> of us working together will do much to resolve the problem.

Brad Bauman

Its good to get response from Museum members! Brad, Ed, thank you! I'm sorry to report that anti-vandalism bill H.R. 6139 has met with the same fate as an earlier type bill H.R. 4507, being <u>refused</u> <u>reconsideration</u> by the Justice Department. The October 8th issue of the United Transportation Union News has President Chesser and National Legislative Director Snyder voicing their disappointment saying "We don't think the decision is justifiable or sufficient." I believe them.

Now that these bills have both been shelved, perhaps Congress will at least consider appropriating funds to strengthen railroad police force ranks. The hiring of more personnel would mean more frequent patrol of trouble spots and deter potential vandals by the sheer visibility of their presence.

Won't you write that letter to your elected representatives in support of the nation's railroaders? PSRMA just <u>has</u> to mean more to us all than fun-filled activities. We have a duty to perform in helping to stamp out this scourge of vandalism. Not only railroaders'

but our own personal safety and convenience is at stake, as the following incident shows:

November 19th marks the grim second anniversary of the first Amtrak passenger killed by rock throwing. William Hirschhorn was sitting in the first row of a rear dome car on an Amtrak TurboTrain bound from Boston to New York when a 12 lb. rock dropped from an overhead bridge smashed the dome glass striking him on the skull. After four months in a coma, he died. The killer was only thirteen years old. (T. R.)

FROM THE CUPOLA

by H. Chalmers Kerr, Jr., President

LIBERATION MIKADO---Those of our members who have been a part of PSRMA for six years will remember how honored we all were to have been donated a Baldwin steamer by the French National Railways in April, 1971. That historic French steam locomotive (along with 1,322 sister engines) helped General Charles De Gaulle to rebuild his war-torn homeland after World War II. PSRMA was the only U.S. museum to receive a Liberation Mikado for repatriation. Engine 141R1199 was a 153 ton "Mike" suitable for museum trackage and mainline excursions. Unfortunately, after six years of trying to raise the funds for shipping, or getting shipment donated, the project is dead. The French National Railway couldn't wait any longer for us to arrange shipping, so they redonated the engine to a French organization "Friends of the Steam Locomotive". We can all rejoice that the locomotive will not be scrapped. Perhaps some of us will get to see 141R1199 on a European vacation. A letter will be sent to each of 91 cash donors, informing them of the situation and offering to return their contributions should they so desire. Approximately $1,000 in cash and $3,500 in pledges was raised toward the $47,000 cost of shipment. Too bad this project failed. This class of locomotive is a favorite of mine and I really put my heart into the project, but that wasn't enough without the support of railfans everywhere. Hopefully, another mainline type (tender and rod) locomotive will come our way in the future, and if it does, we'll try again---and succeed.

PSRMA & SD&AE RWY.---As reported in this column in the June REPORT, PSRMA prepared and distributed to involved parties an alternative use proposal for acquiring the mainline portion of the San Diego & Arizona Eastern Railway in eastern San Diego County. Acquisition of this portion of the SD&AE would permit PSRMA to run excursions trains on the mainline and allow establishment of our museum and shop facilities in and around the station in Campo. Our proposal was predicated on the SD&AE being abandoned and PSRMA picking up some of the pieces. Developments now point toward the likelihood of the line not being abandoned, but being purchased by the San Diego Metropolitan Transit Development Board. Should the railway be purchased by the MTDB, PSRMA will endeavor to negotiate a lease or use agreement with the new owners to allow us to fulfill the essence of our proposal.

At this time the MTDB feels that purchase of the railway would insure the continuance of freight interchange service to local business and industry in the San Diego metropolitan area, eventually permit reopening of freight service to Imperial Valley, and inexpensively obtain ready-made corridors for proposed rail transit lines from downtown San Diego to the Mexican border at San Ysidro and to east county in El Cajon. These and many more related concerns are currently being analyzed by the MTDB directors and their staff. The MTDB wants to know what you, the public, think about this matter. Before reaching a decision, MTDB directors are seeking public opinion regarding this important public project. A preliminary decision probably will be made at MTDB's next meeting. This will be a public hearing and will be held in the San Diego City Council Chambers at 5:00 pm on Monday, November 21st. If you can't attend the meeting call MTDB at 231-1466 and register your opinion.

Industrial Railways of San Diego County

by P. Allen Copeland

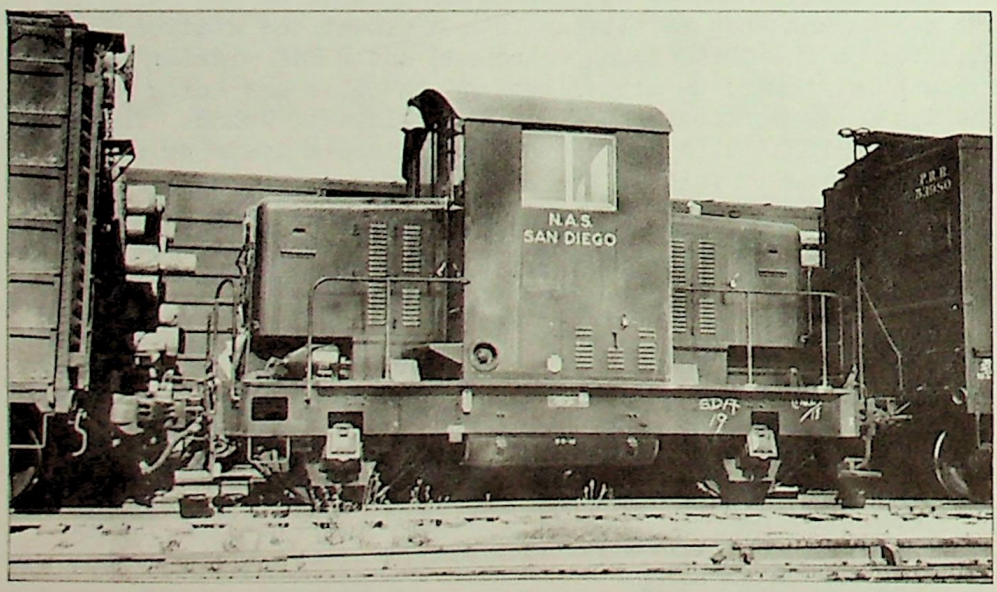
PART TWO---UNITED STATES NAVY, U. S. Naval Station, San Diego

The Navy has always had some facilities in San Diego since the time that California was admitted to the Union, but it wasn't until World War One that any substantial progress was made toward the construction of permanent ship repair and maintenance facilities. During World War One, the Emergency Fleet Corp., a government agency, built a yard on city owned land at the foot of 32nd Street for the construction of merchant shipping. Track was laid into the facility by the Santa Fe Railway, but no privately owned locomotives are known to have been used there. After the war, the yard was closed and the facility placed on the inactive list.

On September 3, 1919 the city of San Diego donated to the Navy the site of the ship yard as an inducement to construct permanent facilities. Included in the transaction were 88 acres of land and 21 acres of tidelands. The Schofield Engineering Co, as prime contractor, started construction of drydocks and machine shops. In 1922 the property was turned over to the Navy and officially commissioned as the U. S. Naval Destroyer Base, San Diego. At once the base became the major military base in the San Diego Area.

To work the base, the Schofield Engineering Co. purchased a used Porter 2-4-2ST locomotive from the San Diego & Arizona Ry. in 1919. This engine was transferred to the Navy along with the base and provided the sole motive power for the activity for over ten years. Gradually, new spurs and facilities were built until railway tracks extended to every part of the base. Another locomotive was added in 1931, this time a gasoline powered "dinky", and its arrival allowed the steam engine to be retired. It is presumed that the Porter locomotive was scrapped, as it had disappeared from the property by World War Two.

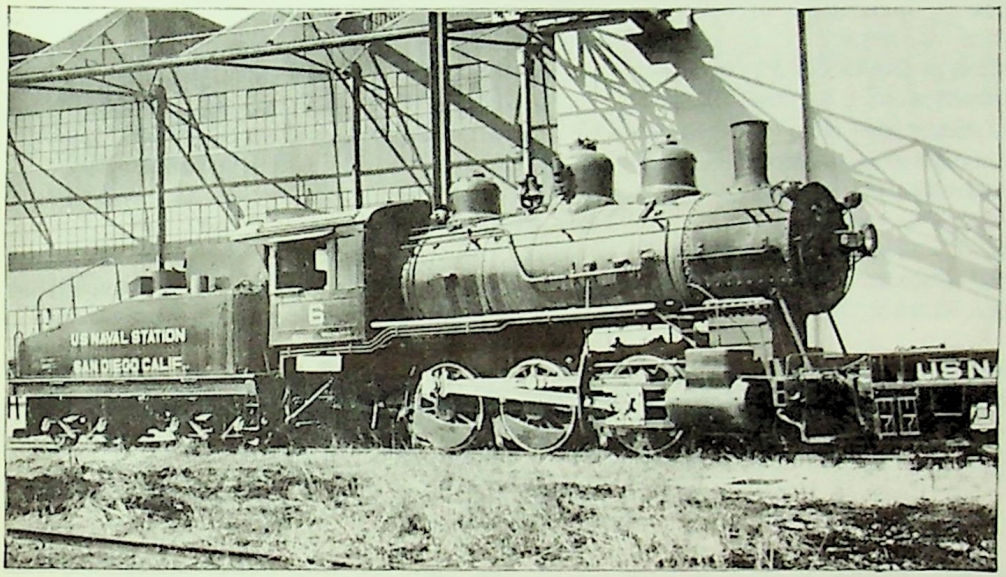
The demands of World War Two caused a great expansion to the base facilities, including the railroad. In 1943 the base was renamed the U. S. Naval Repair Base, a title more descriptive of its functions. Three new diesel locomotives were added in 1932 and 1943, two used steam engines in 1944 and in 1945 a large Baldwin diesel-electric arrived for service. This locomotive allowed the largest of the steamers to be retired and the other steam engine was little used after that.



This little Model 40 locomotive was one of only 11 built by G.M. in 1942. After many years of service in San Diego, the tiny "wind-up toy" was sent to the Navy facility at Torrance, Calif., operated by the Douglas Aircraft Corp. At last report it was still there, used only infrequently. Photo by R. P. Middlebrook.

In 1946 the base assumed its present name, the U.S. Naval Station. After the war, many ships were stored at the base in the inactive reserve facility, but the base itself remained quite active with the demands of the post-war Navy. By the time of the Korean War, the smallest of the internal combustion locomotives and the remaining steamer were disposed of, and a large General Motors 1000 H.P. diesel-electric locomotive was brought in from the Naval Ammunition Depot at Fallbrook to replace them.

After the Korean War, the base became less active, and considerable track was removed or paved over as rail traffic declined, and more shipments began to be made by truck into the base. In the late 1950's the ship yard on the base was closed although most of the ships stationed in San Diego continued to be serviced at the base and the facilities of the yard, including the drydocks, remained intact. At the present time, 90 ships are based at the station, and 35 tenant commands are located there. Logistics are still an important function of the base, so some rail traffic is still handled. A single locomotive suffices to power the railway track still in use. Lettered for the Public Works Center, the General Electric diesel-electric now performs much the same duties that Porter Number 1 started 55 years ago on just about the same amount of track.



Ex-Wabash #514, a 1903 product of the Baldwin Works, was purchased by the government in 1941 and soon came to San Diego as U.S. Naval Station #6. The engine was retired after the war and was photographed by R. P. Middlebrook. It was stored at the Consolidated Aircraft Plant #2 in June, 1948.

Plymouth produced 24 Model DE eight-wheel locomotives, one of which was sent to San Diego for use at the Naval Station. Shown here in storage in 1964, after it was purchased by a dealer, Number 5 was eventually sent to Mexico for service in a gravel plant. Photo by R. P. Middlebrook.

Roster of Locomotives:
U. S. Naval Station, San Diego, Calif.
Standard Gauge

1 2-4-2ST 44" 14x20" 83900# H. K. Porter #4812 2/11
Acq. from Schofield Engineering Co.; ex-San Diego & Arizona Ry. #2; ex-San Diego & S.E. #2; ex-San Diego Southern #2 & 100. Scrapped?

2? 6wh Gas 50000# Midwest #1091 4/32
New. May have also carried #90. For sale via War Assets Administration, 7/47. Sold Hyman-Michaels Co., Chicago, Ill. Still in use there as a scrap yard switcher.

3? 4wh D/M 60000# Whitcomb #40250 1/43 Class 30DM-44
New. Disposition unknown.

4 4wh D/E 300HP 88000# Gen. Motors #2288 1/42 Model 40
New. Transferred to Douglas Aircraft Corp., Torrance, Calif. Later USN #65-00323.

(65-00299) 5 B-B D/E 300HP 100000# Plymouth #4428 2/43 Model DE
New. USN number never actually painted on loco. For sale 6/62. Sold Murphy Marine Service (D), San Diego, Calif.; then Whisler Equip. Co. (D), St. Louis, Mo., then Compania Minera Las Encinas #089, Colima, Mexico. Still in use there at last report.

6 0-6-0 57" 19x28" 143065# Baldwin #23204 11/03
Acq. from U.S. Atomic Energy Commission, Hanford, Wash. (Lettered USAPO #20774); Orig. Wabash RR #514. Retired 1945 and later sold for scrap.

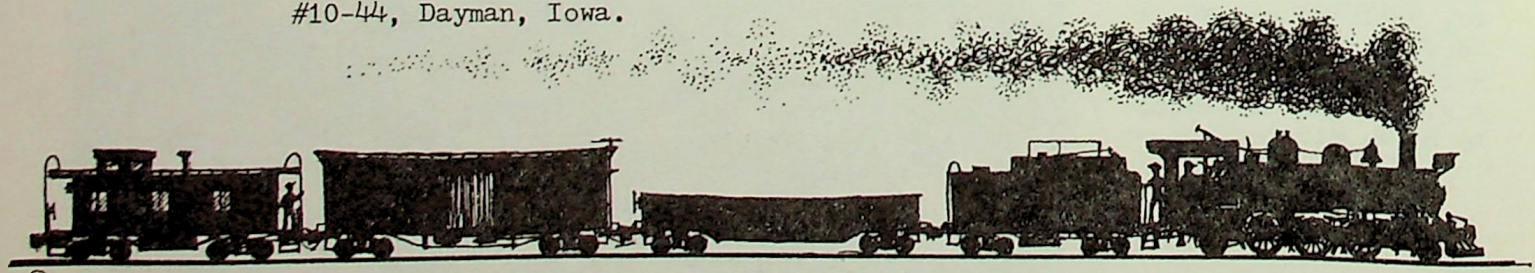
65-00332 7 0-4-0ST 16x24" Alco-Cooke #59958 5/18
Acq. from Naval Amm. Depot #6, Mare Island, Calif. Sold for scrap 3/50.

65-00249 8 B-B D/E 1000HP 250000# Baldwin #71739 2/45 Model VO 1000
New. Sold J. J. Coan Co. (D), Salt Lake City, Utah. Sold 1/65 Port of Los Angeles, #1, San Pedro, Calif. Still in service.

65-00248 - B-B D/E 1000HP 250000# Gen. Motors #1924 3/42 Model NW-2
Trans. from Naval Amm. Depot #3, Fallbrook, Calif. Trans. 11/67 Naval Amm. Depot, Crane, Ind.; then to Naval Amm. Depot, Hawthorn, Nevada.

65-00504 - B-B D/E 380HP 89000# Gen. Elec. #15119 2/42
Trans. 1/18/67 from U.S. Air Force #7312; ex-U.S. Army #7312; orig. Iowa Ordnance Plant #11-44, Dayman, Iowa. Trans. 1972 to Miramar Naval Air Station.

65-00608 - B-B D/E 380HP 89000# Gen. Elec. #15118 2/42
Trans. 3/2/72 from U.S. Marine Corp #250894, Camp Pendleton, California; ex-U.S. Air Force #7508; ex-U.S. Army #7508, orig. Iowa Ordnance Plant #10-44, Dayman, Iowa.



© LR

GET IN THE P.S.R.M.A. HABIT !

Membership News

by Tanya Rose

WOW! I can hardly believe it! When I tallied the members this month I find we are almost 400 strong. Do you realize that it took twelve years to reach the first 200 and only two years to almost double that figure? Not too shabby....Here are the latest people to realize a good thing when they see it:

REGULAR MEMBERS

Ray W. Archer
William B. Gambon
Bill Gunther
Donald B. Kirk
Lance Lassen
David J. Mason
Judy B. Parker
Elaine Ramage
B. Russell Scott, Sr.
Adalaida Stanley
Patricia M. Stanley

UPGRADED MEMBERS

Dwight W. Stanley
Ryal M. Strang

FAMILY MEMBERS

Michael J. & Stephen M. Retz

CONTRIBUTING MEMBERS

Fred Adcox
Marvin Bradley
Rita Bradley
Ken Brandenburg
Lynn Bullard
Harry W. Christiansen
Jackie G. Collins
Retha C. Ellis
Joe Evans
George Foster
Terry Grater
B. J. Holmbeck
Frances H. Houk
Chris Ireland
George R. Ireland
Robin Ireland
Thelma Ireland
Bob Mac Donald
Doris Madden
William Mc Carty
Arlyne O'Grady
Harry W. Perkins
Ruth B. Perkins
Harold D. Riche
Carol Kan
Jayne Schoolcraft
Eleanor A. Spidell
S. E. Wallace, Jr.

Welcome to the Museum, gang! I hope to see you all at the steam-up. As you all can see, we are now able to offer you a family membership plan. When your renewal notice arrives, perhaps you'd like to take advantage of it. The head of the household can join at the $12.00 rate, and the spouse and children at the additional rate of $2.00 each. This entitles the family to one vote only, but other privileges of regular membership remain the same, such as reduced rates on excursions. REMEMBER! Send remittances and address changes directly to me at 4924 Wood St., La Mesa California 92041. Thanks a lot!

VICTORIA STAFFERS

by Jo Pressnall

Two thoughts come to my mind as I write this month's report, the first is more frequently I hear the folks who staff say "I really enjoy it; its fun and a great way to visit with people". The second thought is that once folks get started they keep coming back to help show off the Victoria. If you haven't done it yet, and would like to, call me at 435-5022 and we'll help you get started in a fun thing to do. The lucky folks who had fun at the Victoria this month include:

Ron Zeiss
Jim Bradley
Ed Smith
John Pattison
Peggy Secor
Ann Mc Veagh
Steve Rosefeld
Jim Cooley
Tanya Rose
Carol Lande
Brad Bauman
Jack Linn

A special thank you to Jack Linn, who filled in at a last minute's notice. As you can see, we don't call him "good ol' Jack Linn" without reason! Anita Rhein volunteered, but for lack of a partner we had to cancel her day. Thanks to all of you....your cheerful attitude makes this a happy job!

By the way, if you happen to drive by the Victoria I would appreciate any suggestions you might have as how to make it more visible from the street and give it a more "open" look.

RESTORATION NEWS

by Ken Helm

At long last our Shay steam locomotive is becoming the focal point of the restoration effort. Repair on the tender has been underway for a number of months under the care of welder Dick Mc Intyre. Saturday the 5th member John Ashman got in the act by scraping down the two domes and applying primer. Hopefully this project will take around two months for the entire crew to complete. The restoration crew plans to use the two part synthetic enamel we had such good results with on the #7485 diesel for that "factory fresh" finish. Its been a long time in coming, but the Shay is now "in the shops".

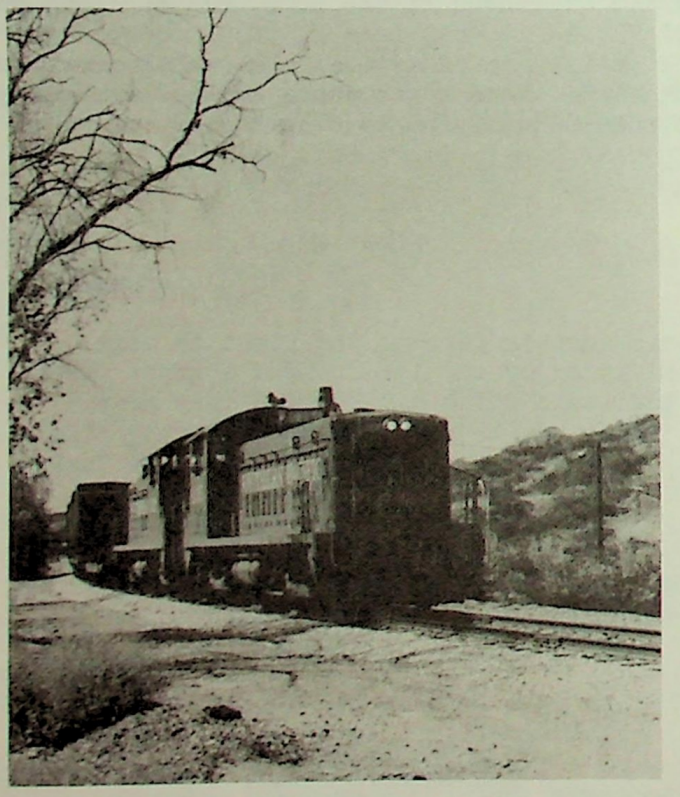
More good news this month is that the reconditioned batteries for Victoria have arrived and are installed. These rather expensive items were donated by member John Baldwin of San Francisco and allow the museum to keep all systems on the car in operational condition. The mechanical department thanks Mr. Baldwin for his timely donation.

Up at Miramar progress continues. Larry Rose has added the accents and numbers to #7485 in silver and it is a sight to behold. Knud Antonsen continues to fool with engine #2 (2 more injectors rebuilt) to get 100% output. We just need one muffler rebuilt and the cab interior painted and the #7485 reclamation project will be complete.

Good ol' Jack Linn continues replacing windows in #1509. The north facing side now has all but two windows double paned.

U.P. coach #576 has finally been spared some funds, for replacing windows broken by vandals. This is going to be an expensive proposition so the crew plans to replace only one window a month (that's $100 a month) for a total of FIVE months. You now know what to do if you ever see vandals breaking glass on trains, right?

Getting dirty once again in a good cause were Nick Nichols, Dick Mc Intyre, John, Jeff and Joe Ashman, Bert Straw, Knud Antonsen, Larry Rose, Jim Lundquist, Ken Helm, young Tom Collins and good ol' Jack Linn.



Future mass transit route? Shown here are two scenes along the right-of-way of the San Diego & Arizona Eastern branch line to El Cajon now being considered for purchase by the MTDB. Photos taken by the Editor at the La Mesa Quarry and near Grossmont Summit.

VIEW from the VESTIBULE

by Jim Lundquist

MTDB NEWS

The big news this month is the announcement that the MTDB is studying the possibility of purchasing the SD&AE from the ESPEE. This is the line that was washed out late last year in the desert and gave the SP the long awaited excuse to drop the whole line.

If purchased by the MTDB, plans are to keep freight service on the La Mesa branch to El Cajon and the main line to Tecate by contracting out the service to another carrier, most likely the Santa Fe.

The line to the border is supposed to be relaid with 110 lb. rail with many sidings and electrified to allow the streetcar operations that they want to run. Stations would have to be built along the line and perhaps a few grade crossings eliminated.

Under the same plans, the Santa Fe Depot would be used as a station stop on the line, with streetcars coming down Broadway from 9th to the depot. The 1914 station, along with the entire area surrounding it are to be refurbished to serve MTDB, AMTRAK, San Diego Transit, San Diego Dial-a-Ride, Mexicoach, Greyhound, Continental, a circle bus operation called "The Bus That Goes In Circles", and possibly a shuttle service between the depot and the airport.

These plans are to be voted on by the MTDB on November 21st at 5:00 pm at the San Diego City Council Chambers, City Administration Building, 12th floor, 202 "C" Street in downtown San Diego when the Board of Directors shall decide to buy the line for 10 million dollars or allow the abandonment procedures to continue on for as long as 3 years. MTDB is now calling for citizen involvement in their transit plans, especially the idea to buy the SD&AE. Send your letters to MTDB or attend the meeting on November 21st, and support this most important rail transit decision.

CALTRANS RUMBLINGS

On the Caltrans front, Citizens for Rail California held their state wide meeting at San Luis Obispo and outlined nine projects to be done. First on the list was the operation of a night train from Sacramento to San Diego. Adriana Gianturco, Caltrans Director, responded that the train will start early next year. Other projects include reducing the "San Diegans" running time by 20 minutes, removing obsolete laws, studying the lines between San Jose and Oakland, improve a line to reduce running time by 30 minutes, study the line tetween Bakersfield and Los Angeles, and study of the station locations on the "San Diegans" line. It was refreshing to meet such a competent public official, so knowledgeable in her field.

The "El Camino", an entire train purchased and refurbished by the Los Angeles County for service between L. A. and San Diego but never operated because of Santa Fe objections, although quiet, is still not dead. While the equipment sits on a siding in an L.A. suburb, the counties of Los Angeles, Orange, and San Diego and two rail unions take the Santa Fe to the Public Utilities Commission to see if they can force the railroad to run the train.

AMTRAK NEWS

Two stops will be added on the "Coast Starlight" on October 30th. On that date, Albany, Oregon and Richmond, California will join the Amtrak stations. Richmond will also be served by the "San Francisco Zephyr" and the "San Joaquin". Thoughts are to stop trains at Suisun-Fairfield also. The Amtrak-Caltrans bus connection from Sacramento to the "San Joaquin" through Lodi and Stockton, started October 30th with a fare of $4.00.

An editorial in our own San Diego Evening Tribune on October 13th titled "Amtrak On Target" is well worth reading. They commend the "San Diegan" run and called for more trains and higher speeds by removing the slow orders that are not needed, such as the slow zone at ex-President Nixon's beach access path at San Clemente.

At the national level, Amtrak is hurting. Besides the very poor management which has been with Amtrak since its beginning, funding has been cut back severely, led by California's own Congressman John Mc Fall. I urge you to write him and tell him your feelings about Amtrak and the passenger train's future in America. Send letters to: House Office Bldg., Washington, D. C. 20515 with a copy to your local congressman.

Just what Amtrak doesn't need is more bad news, but the new Superliners from Pullman are not up to standards, and the first several cars were refused delivery by Amtrak. News of the cars has been cut off and the news media has not been allowed to inspect the cars.

I've saved the best news for last! Our own Senator James Mills, a leading advocate of rail passenger service, has been nominated by President Carter to a seat on the Amtrak Board of Directors!

The thirteen member board meets monthly to set Amtrak policy and the appointment would not require Mills to give up his seat in the State Senate, where he is the President Pro Tempore.

Mills' appointment is to fill the term of a board member who died. The term runs until July 18, 1978. Although the appointment requires confirmation by the U.S. Senate, Mills will take part in the next board meeting in Washington, D.C.

A rail buff who keeps model trains in his capitol office, Mills has authored a number of bills to help rail and other forms of public transportation in California. His legislation allowed the State and Amtrak to co-operate in expanding rail passenger service between San Diego and Los Angeles, the third busiest short haul rail service in the nation.

Rejoice, train riders! Nothing but good can come from this appointment!

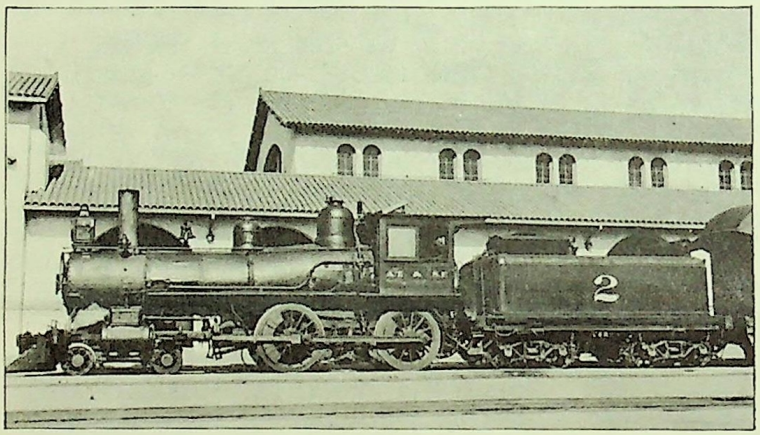


PHOTO OF THE MONTH

A.T.& S.F. No. 2, ex-Southern California Ry. No. 16 built by the Manchester Works in 1887. Pictured here in front of a new San Diego Depot in 1915 by R. P. Middlebrook. The engine was scrapped in June of 1916 in San Bernardino.

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