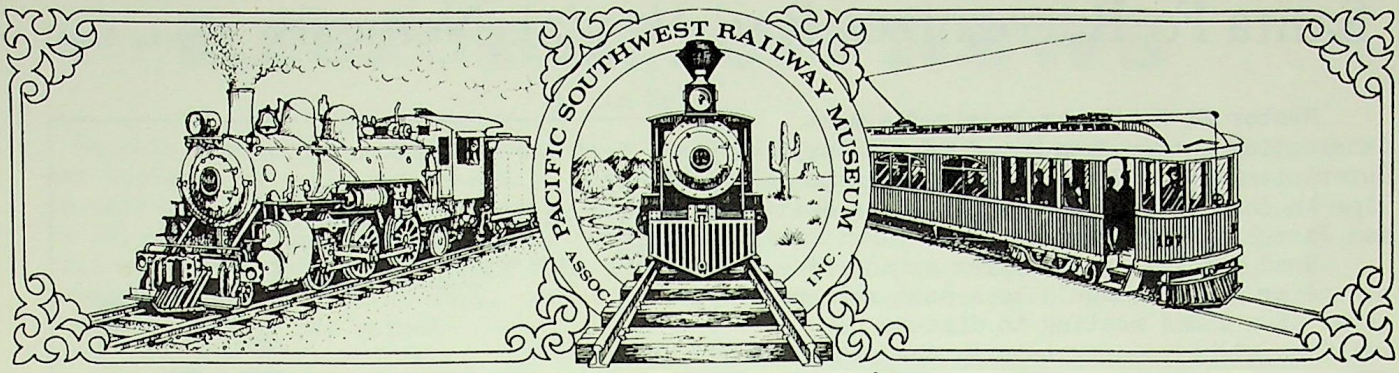


Feb. '78 **REPORT** No. 143

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

GOOD NEWS AT ANNUAL DINNER

Seventy four members and friends in attendance at the Museum's annual bash February fourth, heard the best news PSRMA has ever had in its fifteen year search for a permanent home. Guest of honor Robert Nelson, General Manager of San Diego's Metropolitan Transit Development Board, announced that PSRMA's proposal to develop an operating railroad museum on the S.D.& A.E. line based at Campo would be part of the plan should MTDB be successful in an attempt to acquire the railroad.

The actual decision to try to buy the railroad will not be made until this summer but most most people following the proceedings believe, as Mr. Nelson does, that MTDB has a better chance to get the line than any of the other groups of businessmen etc. that have expressed an interest in S.D.& A.E. so far.

Is it premature to be joyful at this possibility of a dream come true for railfans of the southwest? PSRMA doesn't think so. The proposed abandonment of the most spectacularly scenic railroad in the western U.S. can only be viewed as a golden opportunity to establish the long awaited operating railroad museum in San Diego County. It is the only opportunity we are going to have, so PSRMA is going after it now, premature or not, with everything short of reckless abandon. Its an idea whose time has come and Mr. Nelson's support has helped our momentum immensely.

In addition to the above stunning announcement, Mr. Nelson presented an outstanding program on San Diego rail transit plans. Aerial photos of the proposed route from the depot to the Mexican border were displayed along the walls of the banquet hall with all proposed station stop locations marked. Slides were also shown of modern electric light rail transit vehicles from successful systems around the world.

After his presentation, Mr. Nelson was hammered with questions which he handled easily and professionally. San Diego is indeed fortunate to have an administrator of such high quality in charge of its rail transit development.

Other annual dinner highlights were the introduction by President H. C. "Chop" Kerr of this year's museum officers and staff and the presentation of the "Railfan of The Year" award to outgoing Treasurer and Past President Eric Sanders. Ed Smith, founder of the "Railfan Patrol", and active anti-rail vandal crusader was also introduced to the members.

Special Activities Director George Geyer is to be commended for his effort in organizing this year's Museum bash. The steak was good and the company was excellent.

PSRMA ADVISORY STAFF FOR 1978

General Manager----------Larry Rose
Superintendent----------Norm Hill
Master Mechanic----------Ken Helm
Purchasing & Stores--------Steve Rosefeld
Comptroller----------Eric Sanders
Public Relations Director--Jack Linn*
Membership Director----------Tanya Rose
Excursion Director----------Vern Cook
Special Activities Director--George Geyer
Publications Director--------Larry Rose
Exhibit Staff Director-------Jo Pressnall
(* Staff Representative on Board of Directors)

Santa Fe Recognizes Rail Vandal Nemesis

by L. Rose

Member Ed Smith has received a most interesting letter from Mr. J. P. Carter, Superintendent of Santa Fe's railroad police in Los Angeles, recognizing Ed's Railfan Patrol accomplishments.

Head Special Agent Carter or one of his other officers would be a most welcome guest at a PSRMA meeting to discuss how railfans might co-operate with the railroads in combating vandalism along the right of way.

Ed has been "shooting down" a rail vandal or thief almost every time he goes train chasing by contacting police on his C.B. radio. Ed would like to enlist every railfan who goes train chasing to help catch the loathsome scum who increasingly endanger the lives of train crews and rail passengers everywhere.

If you are planning a train watching expedition, why not contact Ed Smith first and find out how he does it. With enough support, rail vandals might spend more time looking over their shoulders than they do throwing rocks and damaging railroad property.

Rail vandals deserve no quarter! Help put fear into their nasty cold black hearts and join Ed's Railfan Patrol. Write him at P.O. Box 2141, El Cajon, California 92020.

The Atchison, Topeka and Santa Fe Railway Company

A Santa Fe Industries Company

121 East Sixth Street, Los Angeles, California 90014, Telephone 213/628-0111

Special Service Department

226/282

January 18, 1978

Mr. Ed Smith
P.O. Box 2141
El Cajon, California

Dear Sir:

I was greatly impressed by an article written by Larry Rose entitled, "Cajon Pass Crusader Strikes Again", depicting your role in combating theft and vandalism on the Santa Fe.

I, personally, was not aware that anyone outside the department played such an important role in spotting thieves and vandals, and even more important, effecting their arrest.

It is my belief that it could, in the future, open an entirely new concept in fighting this ever-growing menace to America's railroads. Railfans are, of course, very knowledgeable in all facets of the industry and I should like to meet with you and explore the possibility of mutual cooperation.

If it is inconvenient for you to come to Los Angeles, I would arrange for either myself or one of my representatives to be at any of your club's meetings in the San Diego area.

Yours very truly,

J. Patrick Carter

J. Patrick Carter
Superintendent Special Service

cc: Messrs. Carl R. Ball - Chicago
James S. Seter - San Bernardino

VICTORIA STAFFERS

by Larry Rose

The response was amazing to last month's appeal for staffers. Jo Pressnall is back in a good mood and is all fired up in anticipation of a great year at the Victoria exhibit. Thanks, staffers, for a great January!

New member Harry Hurry was on hand many times and even placed fresh flowers on the dining room table on several occasions, a practice started by ace staffer Tanya Rose. Harry and Jim Lundquist opened the exhibit on a whim one weekday and collected $15.00 in donations, much to their surprise.

Jo arranged for special tours through the exhibit last month by thirty children from the Sycamore Canyon Elementary School and forty members of the Scott Memorial Baptist Church "Live Wires", a senior citizen group.

The following members greeted visitors on board the Victoria in January:

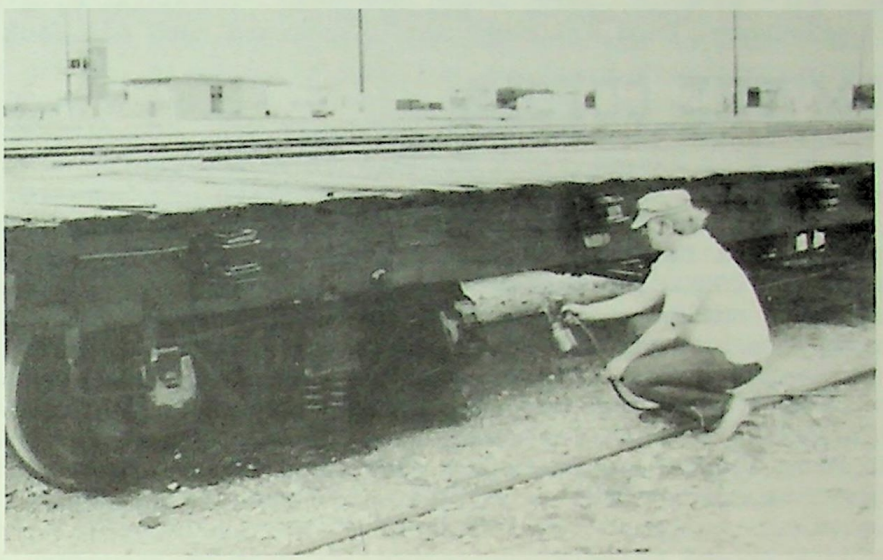
Ron Milot	George Geyer	Al Vartanian	Bill Hofer
Ed Smith	Dave Mason	Steve Rosefeld	B. V. Parks
Jim Lundquist	Pat Stanley	Anita Mc Williams	Harry Hurry
John Pattison	Ware Marshall	Dave & Carol Green	
John Patterson	Mike & Steve Retz	Tanya Rose	

Want to join this elite group of PSRMA private car greeters? Call Jo Pressnall at 435-5022 and schedule a date with a grand old lady of the rails.

RESTORATION NEWS

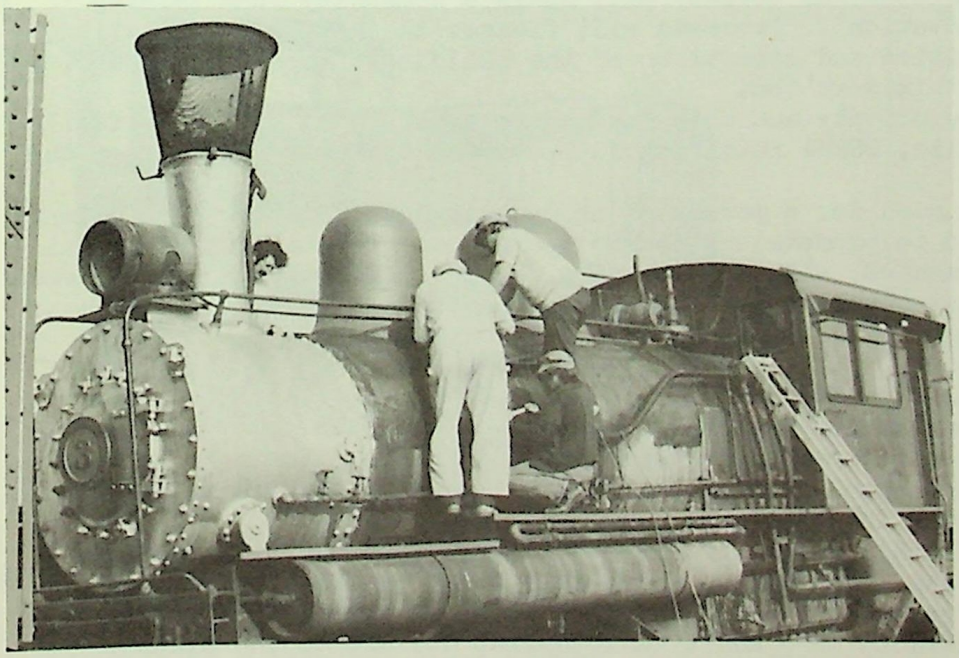
by Ken Helm

Despite rather heavy rains in the last month, work continued on our equipment at Miramar whenever we could get trucks in without getting stuck. The most interesting event to take place was the steam cleaning of our Shay locomotive. There was, and still partially is, a fifty year accumulation of "steam locomotive crud" on almost all areas below the boiler. After an all day affair with a large commercial steam rig, arranged for by Superintendant Norm Hill at no cost, about 55 percent of the job is done. Much of the grease and dirt mixture has carbonized over the years and is therefore very difficult to get rid of. On advice of the operator we are soaking down all areas on the loco with diesel oil for a month. This will soften up the stubborn stuff and the steam cleaner will return next month and finish off the job. An added note on the Shay is that member John Ashman removed the bell yoke and sandblasted it and completely rebuilt the air-ringing mechanism.



Ken Helm applies paint to ancient arch-bar trucks of PSRMA flat car #1330 at the Port Hueneme Navy Base.

Side-rod diesel #7485 continues to receive attention as time permits. This month the muffler for engine #1 was removed (it had to be cut off due to frozen bolts) and painted in very high temperature silver paint, then replaced. The silver zebra striping has been finished off by Larry Rose and the engine is now really quite striking. Finally, thanks to the fine efforts of Knud Antonsen, engine #2 is now up to 99.5% output. Knud spent six straight Saturdays finishing off the rebuilding and cleaning of all injectors. It's dedicated efforts like this that make a great railroad museum possible.



Shay #3 gets attention from Steve Rosefeld, Nick Nichols, Ken Helm and Tom Collins.

Our ex-Santa Fe #1509 continues to get the attention it always has. Jack Linn has replaced all but two windows with double panes. This car has made slow but steady progress and the end is now in sight. I guarantee that this car, when finished, will be the envy of railroad museums everywhere.

Finally, on January 28th, Ken Helm and Larry Rose loaded up with paint, generator, compressor and related

(Restoration News, continued from page 3)

restoration gear and headed for Port Hueneme north of Los Angeles. Our museum has two 1910 wooden flat cars stored there and it was time for some maintenance. The two flats are old beauties of 80,000 lbs. capacity and are in very good shape. They have truss rods and arch-bar trucks and are from an age long gone. The two cars were painted gloss black and lettered in white as PSRMA numbers 1330 and 1316, the original numbers that were found when we scraped off old paint. These are truly museum pieces and are so outdated that when we move them down in the future, they'll have to be trucked as the railroads will not pull them on their own wheels.

Taking grime as a virtue this month were: Norm Hill, John, Joe and Jeff Ashman, Gaylen Dyreng, Nick Nichols, Larry Rose, Ken Helm, Tom Collins, Jim Lundquist, Steve Rosefeld, Ken Brandenburg, Knud Antonsen and, of course, good ol' Jack Linn.

FROM THE CUPOLA

by H. C. Kerr, Jr. President

AN URBAN RAILROAD MUSEUM - Many of our members are unaware that PSRMA owns the old La Mesa railway station. This small (10x40 ft.) building is presently stored in Lakeside unused and bait for vandals. When acquired, the idea was to eventually relocate the structure to PSRMA's permanent museum site and fully restore the building for use as an office and a small exhibit gallery. Since acquisition of a museum site still remains illusive, another more immediate use for the station is being explored.

The station, built in 1894 on the San Diego, Cuyamaca and Eastern Railway, has been away for many years and many La Mesans want it brought back home. Representatives of PSRMA and the La Mesa Historical Society have talked several times with the director of the La Mesa Redevelopment Agency about the station and about returning it to La Mesa. The director, Dan Felix, is enthusiastic about the idea and has asked PSRMA to prepare a proposal to be presented to the La Mesa City Council.

The proposal being developed calls for a railroad exhibit and La Mesa history museum being placed on property now being purchased by the city of La Mesa from the San Diego and Arizona Eastern Railway. The exhibit is to include the station, two passenger cars and a small steam locomotive. The site is on the west side of the S.D. & A.E. right-of-way adjacent to Nebo Street and south of Allison Avenue near the intersection of Orange Avenue.

As presently conceived, PSRMA will furnish, transport and install the railroad rolling stock and the La Mesa Historical Society will spark a community fund raising campaign to "Save the Railway Station". Proceeds will finance the move of the station, costs of a concrete slab, utilities and renovation of the building. Hopefully, the City of La Mesa will contribute to this work too.

PSRMA and LMHS will co-operatively assemble the museum exhibit and staff the facility when it is open to the public, PSRMA retaining full, but co-operative control of the facility.

PSRMA has always felt the need for a permanent urban site to accommodate educational activities with the schools and to promote our county operation. The La Mesa Depot Railroad Museum proposal, if implemented, will fulfill this desire. If the plan is approved by the City of La Mesa, the mini-museum could be open to the public during the summer of 1979.

STEAMERS ON THE GRAND CANYON LINE? - Tourists may be able to travel to Arizona's best known national park on passenger trains hauled by steam locomotives as early as this spring, according to an article in the San Diego Union January 20th. Santa Fe Railway passenger service to the Grand Canyon lasted from 1901 to 1968, and the trains may be resumed by Grand Canyon Railroad, Inc.

Terrell Rees, Jr., an official of the Phoenix-based firm, said negotiations are being conducted with Santa Fe and that the two corporations are near agreement upon a purchase price for the sixty-four mile branch line from Williams to Grand Canyon Village. Rees said the project could attract "many additional tourist dollars to the state".

There was no mention in the article of where the steam locomotives were coming from. Watch the REPORT for further news of this interesting project.

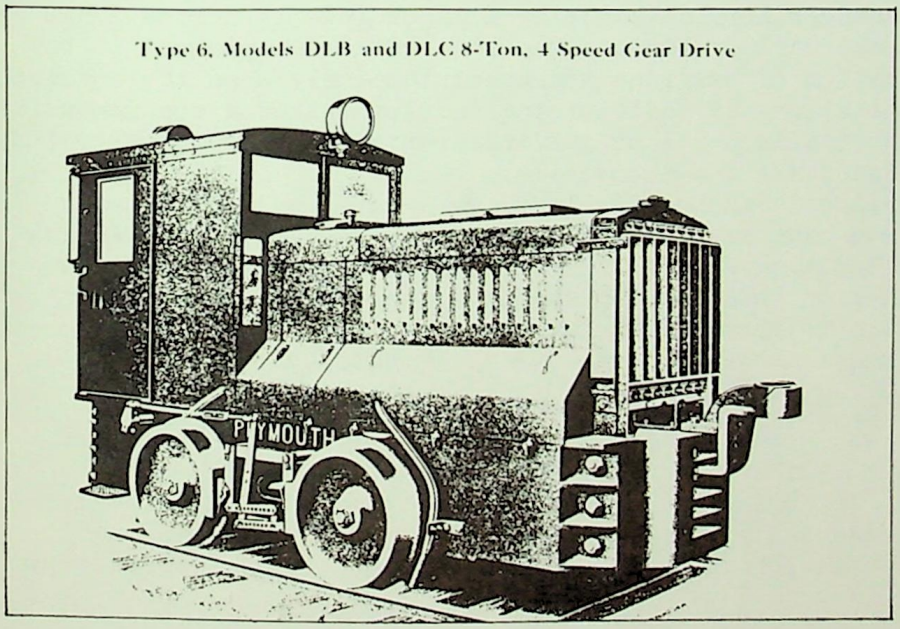
Industrial Railways of San Diego County

by P. Allen Copeland

PART 4---H. W. ROHL AND T. E. CONNOLLY, CONTRACTORS (El Capitan Dam)

One of the shortest lived industrial railways in San Diego County was operated by the partnership of H. W. Rohl and T. E. Connolly, contractors engaged in the construction of El Capitan Dam, east of Lakeside in the San Diego River Valley. The dam, construction of which started in 1931, was built primarily with trucks providing transportation, and consisted of a rock and gravel core, with rock facings. Diversion tunnels, causeways and intake openings were also built with the aid of motor trucks, tracked vehicles and cranes. It was planned to cover the face of the dam with heavy granite rock and to pour cement around that to hold the rock in place. A source of granite was found from the south face of El Capitan Mountain, about 200 yards due west of the dam. This quarry, which was level with the top of the dam, was located on a cliff about 100 feet above the valley floor. This made the approach to the dam both hazardous and difficult for trucks to be used in the heavy, around the clock operations required.

As a way around this problem, a short railway was decided upon. Three foot gauge tracks were laid along the cliff from the quarry to the top of the dam, with a passing siding about halfway along the route. Two locomotives and a number of cars were leased from equipment dealers in the Los Angeles area in July, 1932. As soon as the equipment arrived, it was placed into service. One train was loaded with rock while the other was dumping at the site of the dam face, and this in turn was tamped and cemented in using trucks. Operations continued in this fashion until late September, when the little railroad was discontinued. Enough material and rock had been excavated from the ledge and quarry so that a road could be built and trucks and other motorized equipment used with some degree of safety. The railway equipment was shipped back to Los Angeles and very shortly thereafter, little trace of the railway remained, a little less than three months after it was built! This short lived operation must also be recorded as one of San Diego County's most obscure operations, no photos are known to exist of any of the railway or its equipment.



No photos have been found of any of the equipment operated during the El Capitan Dam construction, but this picture, copied from a Plymouth catalog shows the general appearance of the model DLC, Type 6. However, the El Capitan Dam dinkys being narrow gauge, had the wheels arranged inside the frames rather than outside on the standard gauge example pictured here.

Roster of Locomotives: H. W. Rohl and T. E. Connolly, Contractors (El Capitan Dam), Lakeside, California 3'0" Gauge

#? 4wh Gas 63HP 14000# Plymouth #1908 1/25 Model DLC, Type 6 rente 7/6/32 from Harry C. Collins (D), Los Angeles, Calif.; ex-Dicalite Co. Torrance, Calif.; ex-George R. Daley Co., San Diego, Calif.; orig. Harry C. Collins (D), Los Angeles, Calif. (on consignment). Returned to Los Angeles stock 9/28/32. Sold

(cont. on page 6)

6/19/33 Dravo Contracting Co., Los Angeles, Calif. Later sold to California Rock Salt Co., Saltus, California

4wh Gas 63HP 14000# Plymouth #3457 4/30 Model DLC Type 6 rented 7/6/32 from Harry C. Collins (D), Los Angeles, Calif. Returned to Los Angeles stock 9/28/32. Sold 11/1/33 Metropolitan Water District, Los Angeles, Calif. (and used in the Metro. aqueduct construction).

VIEW from the VESTIBULE

by Jim Lundquist

AMTRAK

The "El Camino" train between San Diego and Los Angeles is scheduled to begin service on February 14th. (see VFTV, January, 1978). An award ceremony is scheduled at the Santa Fe Depot in San Diego before the 5:45 am departure. I will cover in next month's column the ceremony and first ride impressions. The schedule for the "El Camino" has it departing San Diego at 5:45 am daily except Sunday and leaving Los Angeles at 5:30 pm except Saturday. I am unsure presently why the train can't run daily, but I do know why more runs of the equipment are not scheduled daily. Plans are underway to extend service to Santa Barbara and offer the first ever through train service covering the whole Southern California area.

On a negative note, the growth of passengers on the San Diego-Los Angeles corridor has been slowed down. Citizens for Rail California and I believe that the reason for this stems from the fare increases on the line. It now costs $18.00 to travel round-trip to L.A. which is just too much. The Amtrak people in Washington, D.C. are trying to milk the corridor for all they can get, and now it is starting to hurt patronage. Since June of 1976 the fare has jumped up 29%. In an attempt to cover up their mistake, Amtrak has a reduced fare for travel during Monday through Thursday of $14.50, saving a few dollars if you don't travel during the times most people need to travel. This fare is also expected to end before the summer rush.

Last month's column on Amtrak funding and the great effort by Rep. Albert Gore has brought forth some response and I now have more information to pass on. In a letter from Rep. Gore, he told me that rail passenger service can play a major role in our national effort to conserve energy and that the rail system can become a viable complement to the bus and ultimately provide a combination of services and schedules (only when the busses face up to the facts). He also is a strong advocate of the development of a comprehensive national transportation policy which utilizes all of our transportation resources--trains, busses, local public transit, airlines, and the automobile.

I also received a letter from Lionel Van Deerlin in which he states "I have always been a strong supporter of Amtrak and have sought in the past year to assure that Amtrak expedite increased service in California." From the Congressional Quarterly, here are the votes of our area representatives on both the supplemental appropriations amendment of $18 million and the amended motion to recommit the Amtrak report:

Wilson - no, no. Burgener - no, no. Van Deerlin - did not vote, did not vote.

Their addresses are: Rep. Bob Wilson, 880 Front St., Room 6-S-15, San Diego 92188; Rep. Lionel Van Deerlin, 815 E Street, Room 205, San Diego 92101; Rep. Clair Burgener, 880 Front St., Room 5-S-35, San Diego 92188.

While you are writing letters, the DOT is in need of citizen input on what level of rail service this country needs and can afford. Send your suggestions to: Honorable Brock Adams, Secretary of Transportation, Washington, D.C. 20590, and send a carbon copy to your representative.

MTDB

MTDB's General Manager was our guest speaker at the annual dinner meeting this past month (see article elsewhere). He asked PSRMA members to attend community meetings whenever possible and invited us to speak up at the meetings. Unfortunately, I cannot give you an exact date and place of the next meeting (not available at press time), but watch the paper for this information.

MTDB cont.

A list of proposed stations on the proposed light-rail transit line are San Ysidro, Dairy Mart Road, Palm Avenue, Palomar Street, "H" Street, Sweetwater, Eighth Street, 32nd Street, 28th Street, Crosby Street, Imperial & 9th, and then, hopefully, north on 9th to Broadway, west on Broadway to the Santa Fe Depot, which has just received a pledge of $850,000 from the MTDB if they can run transit to it.

SD&AE ABANDONMENT PROCEEDINGS

The I.C.C. hearings are scheduled to start sometime in March. Caltrans has come up with an estimate of $2.52 million to restore the line, which is double the estimate of S.P.

CALTRANS

Caltrans Director Adriana Gianturco, as reported in the CRC "News", has stated that Caltrans is undertaking a project to reduce the running time of the S.D.- L.A. corridor by twenty minutes. Caltrans requested that Amtrak give them a commitment that they will have adequate equipment for all the trains that Caltrans proposes. They are also working with the P.U.C. to remove obsolete laws that prohibit high platforms and push-pull service. Caltrans number one priority is the overnight train from Sacramento to San Diego (possibly a connecting service in L.A. with no more than a 15 to 20 minutes delay, hopefully). In regard to the overnight train, the latest information available goes like this: Southern Pacific--fighting against it tooth and nail, as usual; Caltrans--calling foul play; Amtrak--passing the buck.

Caltrans is looking into buying two rail cars, one made by Budd and one made by Fiat. Two routes now thinking about running such equipment are Santa Barbara-L.A. and Fresno-Oakland. The Fiat rail car has been used by many other railroads and has been upheld as being superior to any other make.

At last word, Caltrans or the State Legislature is seeking to extend the "San Joaquin' into Los Angeles through Bakersfield via Tehachapi Loop. The "San Joaquin" is now fully supported by Amtrak while the U.S. Department of Transportation (DOT) is undertaking a study of Amtrak, due in March.

Membership News

by Tanya Rose

We are not only gaining in members each month but also in the calibre and diversity of people who make PSRMA the outstanding organization it is. We run the gamut from a red hot banjo picker (Ken Brandenburg) to a growing membership among engineers, the latest being J. D. Corder, a BN hogger who lives in McCook Nebraska. We are attracting members not only out of the San Diego area proper, but out of state as well. Each new member, each upgraded or renewed membership is a vote of confidence we fully appreciate. Thanks, people! Here are the latest additions to the Museum roster.

REGULAR MEMBERS

Fred S. Barth	Curtis H. Croulet	Edwin J. Filek, Jr.
Bill Brady	Mark George Effle	

UPGRADED MEMBERS

Stanley Brown	Walter B. Clary	Mrs. William P. Whitney
Dr. Paul E. Bush	Herb Kehr	Mildred Woody

FAMILY MEMBERS

John D. & Dorothy Corder	Gertrude L. Mc Mahon	Patricia Rau
Myrtle S. Keller	Herbert & Dolores Nector	

CONTRIBUTING MEMBERS

Esther Maciel	Murdoch Murray	Charles F. Seitz

I had the pleasure of meeting many of our newest members at the annual dinner. Here's hoping I'll be seeing more of you at our next general meeting in April. Welcome aboard!

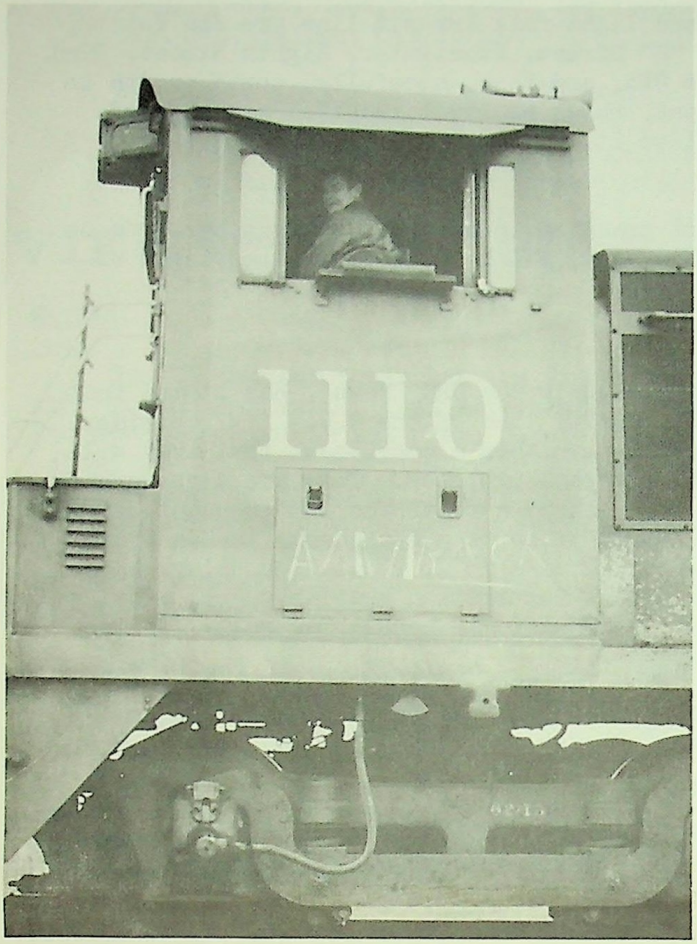


PHOTO OF THE MONTH

Dick Pennick took this interesting shot of S.D.& A.E. #1110 switching in the Southbay area last month. Leased to Amtrak some time ago, it still has the temporary operator's name in faded chalk under the engine number.

The spelling is probably typical of the attitude of many railroad employees toward the road of the pointless arrow. Let's hope "Amtrack" lasts longer than the chalk scribble shown here.

REPORT

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ASSOCIATE EDITORS - - - Ken Helm, Tanya Rose
CIRCULATION - - - - - - James J. Lundquist

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Membership dues: $12.00 per year regular, $4.00 per year contributing. Family memberships $12.00 per year for head of household plus $2.00 for each family member per year. Lifetime Memberships in PSRMA are available for $300.00. The official telephone number of PSRMA is (714)-280-1781.

The Officers and the Directors of PSRMA, at present, are:

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Larry L. Rose - - - - - - - - Vice President
James J. Lundquist - - - - - - - - Secretary
Brenda Bailey - - - - - - - - - Treasurer
Richard E. Pennick - - - - - - Board Chairman
Norman R. Hill - - - - - - - - - Director
Kenneth Helm - - - - - - - - - Director
Jack Linn - - - - - - - - - - Director

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

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