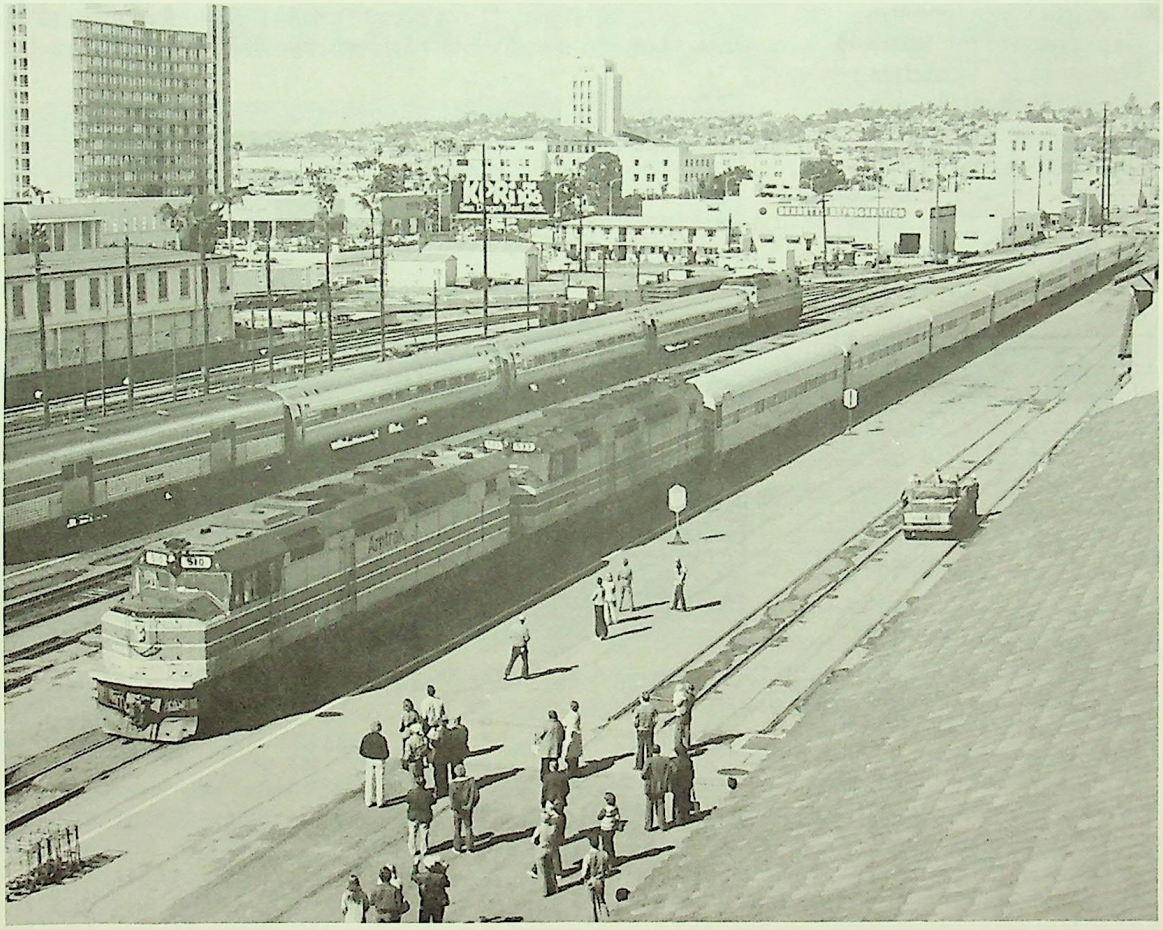
PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOC. INC.

Mar. '78 **REPORT** No. 144

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



The "El Camino" Arrives in San Diego !

On Monday, February 13th, the new Caltrans/Amtrak sponsored train between San Diego and Los Angeles rolled into town prior to its official debut early Tuesday morning. This photo by editor Larry Rose shows the entire train slowing to a stop in front of the depot and is the only picture possible of this equipment in the daytime as the regular departure and arrival will take place before dawn and after sundown. Jim Lundquist was on board for the first trip out and has a complete rundown of the new train in this issue of REPORT.

The "El Camino" Rolls At Last !

by Jim Lundquist

On the dark and rainy morning of February 14th, the sixth and newest train on the San Diego-Los Angeles corridor began service as the "El Camino" departed right on schedule at 5:45 am. After being presented the "Golden Spike Award" by Citizens for Rail California, Los Angeles County Supervisor Baxter Ward boarded his train to ride to Los Angeles along with four hundred other passengers. I had the pleasure of riding with them to Oceanside, and after talking with Senator Mills, State Transportation Director Adriana Gianturco and Baxter Ward, it was time to get down to some serious train riding. And what great train riding it was!

The entire train has been refurbished inside and rides like a dream. From the dome on the rear, you can look over the eight-car train as it speeds along the ocean or you can sit in the rear-facing seats and watch the rails pass by. Baxter Ward placed a drink on the end of the car to see if it would spill, and at Oceanside the drink hadn't even moved. We lost time going down Miramar grade because of the ten miles per hour speed restriction placed on that section on account of the heavy rains. We were thirty five minutes late at Del Mar, where we picked up a lot of passengers. At Oceanside, forty minutes down, a local high school band welcomed the "El Camino" and again a good number of passengers boarded. At the next stop, Governor Brown boarded and rode from San Juan Capistrano to Los Angeles, arriving in Union Station forty minutes late at 9:00 am.

The entire train has wall-to-wall carpet, a total of 473 new seats, Amtrak stripes, steam heat, but the class touch is the "El Camino" drumhead on the rear of #108. It cost $2.1 million to buy and refurbish the train and the operating costs are being split between Caltrans and Los Angeles County on a 50/50 basis for an experimental six months time. The train is run on a schedule to permit all day stays in Los Angeles and return in the evening. Its departure time is 5:45 am from San Diego and 4:30 pm from Los Angeles. Busses are now available to meet travelers at all station stops with twenty three lines at Los Angeles Union Passenger Terminal alone.

Who would believe a dome/observation car in regular service Los Angeles to San Diego? Ex-W.P. California Zephyr "Silver Planet" rides again! photo by L. Rose

A quick check with local historian P. Allen Copeland reveals that the six trains a day between San Diego and Los Angeles which are presently being run are the most since November 1956, and some of those were RDC's. Including the "El Camino" the schedule for the corridor trains leaving San Diego is: 5:45 am, 7:00, 9:30, 1:00 pm, 4:30 and 7:30 and trains departing Los Angeles at 7:30 am, 10:30, 1:30 pm, 4:30, 5:30 and 8:30.

Its the equipment that makes this train different from the rest of the trains. The other "San Diegans" are all Amfleet, while the "El Camino" is rebuilt from older cars. Los Angeles County purchased eight cars from the Oregon, Pacific and Eastern and had them refurbished in Florida. The roster of the cars and information known about them is as follows:

Car #101 Sierra Madre ex-Illinois Central coach, American Car and Foundry 1942
Car #102 Crescenta Valley ex-IC coach #2600 "The Camilla", Pullman 1940

Car #103 La Mirada ex-IC coach, Pullman 1947
Car #104 Santa Monica ex-IC coach, Pullman 1947
Car #105 Los Angeles ex-IC coach, Pullman 1947
} either #2621 "Orleans or #2627 "Palquemine" or #2632 "The Richfield"
Car #106 Palos Verdes ex-Milwaukee Road #172 Cafe/Lounge, Milwaukee 1948
Car #107 Montebello ex-Milwaukee Road #173 Cafe/Lounge, Milwaukee 1948
Car #108 San Fernando ex-Western Pacific California Zephyr #882 "Silver Planet" dome/observation, Budd 1948

The "El Camino" equipment is not really suitable for the kind of corridor service needed between San Diego and Los Angeles. It requires eight cars to carry 470 passengers while Amfleet needs six, two engines compared to one, and many more attendants than Amfleet. Also, there are fewer doors to detrain from and the equipment is not compatible with the other equipment run on the route. Because of this, the talk of moving the equipment to another route has already started, one where low density seating is not a problem (like L.A. to Phoenix, for example). Therefore, I urge you to get up early some morning soon to ride the "El Camino". Don't put it off too long, or you'll find Amfleet in its place.

RESTORATION NEWS

by Ken Helm

Once again a month has gone by with rain either actually coming down or threatening on every Saturday. Due to this uncomfortable weather, the restoration crew was reduced in size, but never completely stopped.

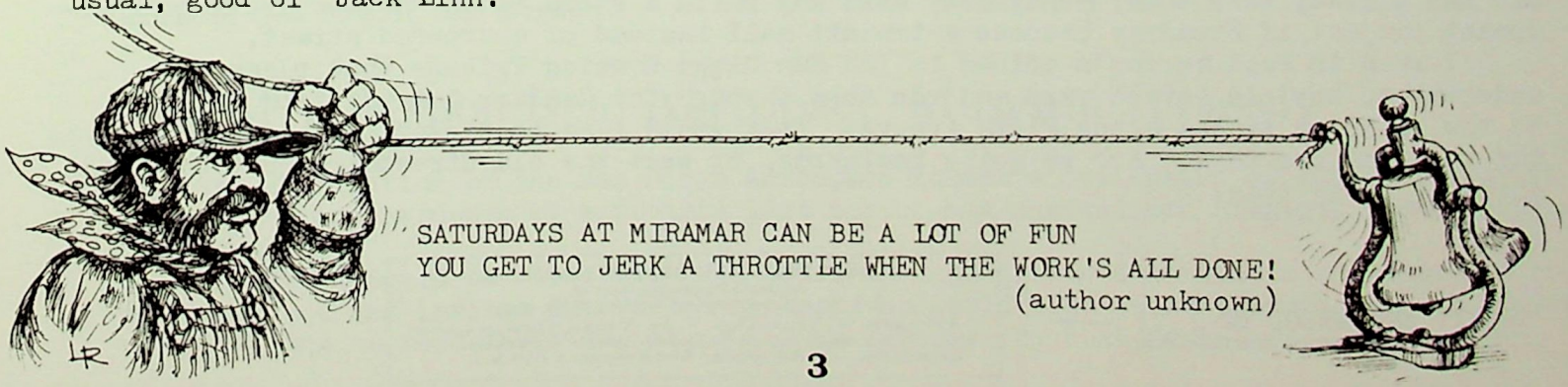
This last month the main project (the Shay locomotive) continued to get the bulk of attention. Dick McIntyre came out last Saturday, after a month-long bout with the flu, and did more welding on the Shay tender. The last curved corner piece is now in place and all that remains is perhaps five flat panels, a big job coming to a successful end. John Ashman and his sons Joe and Jeff continued work scraping and painting on the loco, now about 80% complete. John is helping with the acquisition of new covering pieces for the cylinders as well as a new bearing being cast for the Coos Bay main rod, besides working on the exhaust stack extensions for diesel #7485. As you can see, he is turning into quite a locomotive restorer!

"Nick" Nichols has been fighting rain damage at his place in San Marcos but he still managed to make it down this month and glazed the last three windows for ex-Santa Fe #1509. With the replacement of these last windows, the car will be ready for its final two coats of finish Pullman Green.

Diesel #7485 has finally been completely finished, hopefully no more attention will be needed for about five years. All walking surfaces were coated with a non-skid epoxy paint. Except for minor tune-up work by Knud Antonsen (cleaning and refilling oilbath air cleaners, water drain repair for exhaust stack, etc., etc.) this engine will now simply work for its keep.

On a final note the two headlights for the Shay as well as the Pyle turbo generator have been removed for careful attention and restoration.

Getting dirty (and in this case soaked as well) this month were: Ken Helm, Jim Lundquist, John, Joe and Jeff Ashman, Nick Nichols, Harry Hurry, Tom Collins and, as usual, good ol' Jack Linn.



SATURDAYS AT MIRAMAR CAN BE A LOT OF FUN
YOU GET TO JERK A THROTTLE WHEN THE WORK'S ALL DONE!
(author unknown)

VIEW from the VESTIBULE

by Jim Lundquist

AMTRAK

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A special train consisting of one engine and two cars carried the president of World Airways, Ed Dailey, and six guests from Santa Barbara to Oakland on the night of February 6th. Mr. Dailey's plane was fogged in at Santa Barbara, and Amtrak got a call in the afternoon for the train. In record time, the train was put together and running which shows what Amtrak can do if enough money is involved.

I received a letter from Senator Sam I. Hayakawa in which he states that he sees a need for passenger service after "...Amtrak has made the needed efficiencies to improve ridership so that federal subsidies do not continue to increase in the future." The only problem now, can Amtrak pull itself together? Senator Hayakawa concludes with "...thank you for sharing your thoughts with me on this important transportation issue." I've said it before, and I'll say it again, write your representatives if you want to save passenger service.

California State Senator Jim Mills has been attending the Amtrak Board of Directors meetings in Washington, D. C. and now has an idea of what is needed for the Southwest. He would like more trains added in California along with trains from Los Angeles to Ogden via Las Vegas and daily service to El Paso from Los Angeles. He states "California has ten percent of the population, pays twelve percent of total federal tax dollars, generates nine percent of Amtrak's total passenger miles, but receives only four percent of Amtrak's budget. That's an inequity which will get my closest attention." Go Get 'um, senator!

CALTRANS

The startup date for the Sacramento to San Diego overnight train, #12 and #13, is expected to be April 30th. No name has been decided as yet, but the "Californian" is being considered. Caltrans reports that the experimental bus service between Stockton and Sacramento has been discontinued, but service via regular Greyhound bus will be substituted.

MTDB

The Bechtel Corporation, prime contractor for the MTDB, has just released a few facts for the transit line in San Diego, if built. It will consist of foreign-made trolleys, a two-car train every fifteen minutes, simple low-platform stations, and run between San Diego and the border in thirty-two minutes. The trolleys cost between $600,000 and $750,000 each and would use an honor system of fare collection as described by General Manager Bob Nelson at the PSRMA dinner meeting last month. The San Diego Redevelopment Agency has voted $25,000 towards a study on the idea of running transit cars down Broadway, with MTDB picking up the additional $100,000 for the study. A side benefit of transit has already been seen; Montgomery Ward may build a store in the Horton Plaza redevelopment project if Broadway becomes a transit mall instead of a crowded street.

I read in Neil Morgan's column in the San Diego Evening Tribune that plans are underway to buy old street cars and run them through the Gaslamp Quarter from Broadway to the railroad tracks along Fifth Avenue. They would like to dig up the old tracks in the road and use them. Are we going backwards, or were the old streetcars just that far ahead of their time?

"SHORT" AND PROUD OF IT!! →

STROUDS CREEK AND MUDDLETY RAILROAD.
Address all correspondence to
J. E. Sell, Superintendent, Grafton, W.Va. 26354
Allingdale, W. Va., to Tioga, W. Va. (8 miles), Ticoal (12.4 miles), Muddlety (19.5 miles), Ravens (21.3 miles). Freight service only.
Connection.—At Allingdale—With Baltimore & Ohio R.R.

SD&AE

A date of April 4th has been set for the I.C.C. hearings on the line. That should be a busy day for me, what with classes, hearings, PSRMA Board of Directors meeting and my birthday. The abandonment news has given rise to several groups who would like to buy the line and run it again. This has been going on since the line was washed out, but nothing has happened yet.

Membership News

by Tanya Rose

The "From the Cupola" column this month points out the need for funds if big steam locomotives are to survive for future generations to see and enjoy. We also strive to maintain our own choice selection of equipment and obtain a suitable site for a museum. I really haven't spoken of our life membership catagory. Now is the time, I feel. The board of directors just approved the dues of $300 which can be paid at the rate of $30 per year for a period of ten years. One of our members, Secretary Jim Lundquist (and he's not exactly a tycoon), believes in what we stand for so much that he is willing to support our organization this way. Who else among us will follow suit? Perhaps you can slip a little extra money into that envelope when you renew or surprise us with a donation sometime other than that. The dollar or more you give means a lot. If every one of our four hundred members would do this the benefits would be obvious. Remember, all contributions are tax-deductible! Whatever level you support at, from $4 to $300, you are important to the museum. You are the museum! Thanks for helping, people!

Here are the latest names of folks who've decided to throw in with us:

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Frank H. Willard

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FROM THE CUPOLA

by H. Chalmers Kerr, Jr., President

IT'S LATER THAN YOU THINK FOR THE LAST-OF-THE-GIANTS - Mainline steam excursion operations were the success story of 1977. Even though museums and tourist short-line passenger train operations now dot the land, the steam enthusiasts had a feast during 1977 when the last-of-the-giants were out in force.

The Rio Grande, Southern, British Columbia, Chessie System, Canadian National, B&O, Clinchfield, Amtrak, Steam Tours and Union Pacific ran five hundred and fifty one trips, for 75,628 train miles, carrying 348,706 passengers (see February TRAINS for details). One hundred PSRMA members had the thrill of seeing large steam in action, watching and riding behind #4449 and #8444. These experiences were great and certainly reinforced our memories of how impressive and awe-inspiring the large steam locomotive is, and the role it played in the United States success story. But there is a dark cloud on the horizon and I only hope that others in the future will also have the opportunity to see these machines in operation.

1977 can also be viewed as a disappointing year despite the apparent availability of large steam locomotives. Why? Because administrative and operating problems are beginning to crop up which may preclude the future operation of big steam. For example, #4449 is laid up because of insurance costs and the reluctance of the railroads in the northwest to permit this type of operation. At the same time, the Union Pacific is faced with a decision on whether to overhaul #8444, and apparently senior maintenance people are opposed. Likewise, during 1977, the Santa Fe decided against overhauling and operating its 4-8-4 Number 2925, because of the over $300,000.00 cost involved, even though some top management favored it. Similarly, such problems will eventually be faced by the other railroads and the operators of privately owned locomotives.

Fortunately, there is a propensity in railroads such as the Southern, Union Pacific and the Santa Fe for some limited steam operation. However, the problems that they are beginning to face must be solved or there won't be any future operation. It boils down to the bottom line on the financial statement. Can these operations continue on a break-even (hopefully profitable) basis? The railroad must move as much revenue tonnage as possible to survive. The involvement in big steam operations of interested people and organizations may make the difference, and the Ross Rowland's can only do so much.

The formation of a not for profit foundation, with a national membership base, to preserve and operate big steam may be a solution. Saving and operating the big locomotives is only a part of the task; the skills and knowledge needed to maintain and efficiently operate these giants must be preserved for future generations too. The funding of such a foundation will be a major undertaking, because we are probably talking about several million dollars. One funding means might be to get all the present steam operators to tack a surcharge (maybe $5.00) to all ticket prices, the funds collected being placed in trust for use by the foundation. I'm sure other practical fund raising methods can be developed.

PSRMA member Pete Lewis and I are deeply concerned about this problem and would like the opportunity to explore with interested parties how the museum might be appropriately involved in assuring that large steam will continue to operate. If you are interested call me at 291-4787.

Look long on an engine, it is sweet to the eyes....

"SHORT" IS BEAUTIFUL DEPARTMENT

WARWICK RAILWAY CO.
O. J. Greene, President, P. O. Box 2262, Edgewood, R. I. 02905
Cranston, R.I., to Bellefonte, R.I. (.09 miles).
Freight service only.
Connection.—At Cranston, R.I.—With Penn Central.

TWIN BRANCH RAILROAD CO.
R. M. Korper, Vice-President,
2101 Spy Run Avenue, Fort Wayne, Ind. 46801
From **Twin Branch Junction, Ind.**[1] to Penn, Ind. (2 miles).
Operated for freight service only.
Connection.—[1] With Grand Trunk Western Ry. and Penn Central, Mishawaka, Ind.

QUINCY RAILROAD COMPANY.
O. A. Myers, Auditor and General Superintendent, Quincy, Cal.
Quincy, Cal., to **Quincy Junction**[1], Cal. (3 miles).
Operated for freight service only.
Connection.—[1] With Western Pacific R.R.

Victoria Staffers

by Tanya Rose

How nice to see some of our newer members joining the ranks of Victoria staffers! Jo Pressnall is bouncing up and down because more of you are discovering what us hard-core hosts already know...staffing is a heck of a lot of fun! You never know who'll come through that door, from a little one seeing their first "choo-choo" to important people who have helped PSRMA greatly, plus all the nice folks in between. I have personally found staffing an intriguing, multi-level experience. We have the distinct advantage, I feel, in not charging for admittance, relying only on donations. We welcome people as honored guests and this attitude causes them to open up. They come from all over the world, full of stories. If you speak any foreign language...here's your chance to use it. If you don't, though, you needn't worry...a smile of welcome works just fine. Come on down to see our "Vic" if you haven't before; any host would be glad to show you through and you might decide to join those of us who staff of a regular basis.

These members greeted guests during the month of February:

Anita Rhein	Peggy Secor	Ed Smith	Michael & Stephen Retz
Shirley Cook	Harry Hurry	"Nick" Nichols	Frank Kearney
Ray Archer	John Patterson	Pat Stanley	Jackie Collins

Thank you so much, good people! We'd like to be open every day during Easter week besides having staffers for the weekends. Call Jo at 435-5022 and get in on the fun!

RAILFAN PATROL NEWS

PSRMA's board of directors approved the "Railfan Patrol" anti-rail vandal effort as an officially sanctioned activity of the association at the March 7th board meeting. Ed Smith was appointed director of the patrol and will organize a committee to set up operating proceedures.

Santa Fe's head special agent for the Coast Lines has expressed much interest in the patrol and will be consulted on how participating railfans can best co-operate with the railroad in the apprehension of rail vandals.

Ed has his own funding scheme going and has raised over $150.00 already. He has printed a list of railroad radio frequencies including road, yard, and radio telephone frequencies for all of the California roads as well as most of the nation's other major lines. The list covers fifty-five different railroads for all you scanner buffs. The list is available to anyone for a $1.00 donation to PSRMA. Just send a buck to Ed Smith at P.O. Box 2141, El Cajon, California 92021. The dollar is tax-deductible and the list is essential information for any railfan with a radio scanner.

Vandal caused derailments, injuries and even deaths on the nation's railroads are at an all-time high and still climbing. An informal patrol by habitual train watchers could add thousands of eyes to aid railroad police in the apprehension of these vicious criminals. The patrol will cost next to nothing and the potential benefits to railfans and railroaders everywhere so enormous that PSRMA is proud to sponsor an activity of this type. PSRMA hopes that the Railfan Patrol idea will catch on with other railfan groups across the nation.

Bylaws Available

The bylaw changes approved by the membership last year have been incorporated in the latest edition of the association operating rules. The new bylaws are available to any member for a stamped self-addressed envelope. Send requests to Jim Lundquist, 3376 Par Drive, La Mesa, California 92041.