Apr. '78 **REPORT** No. 145

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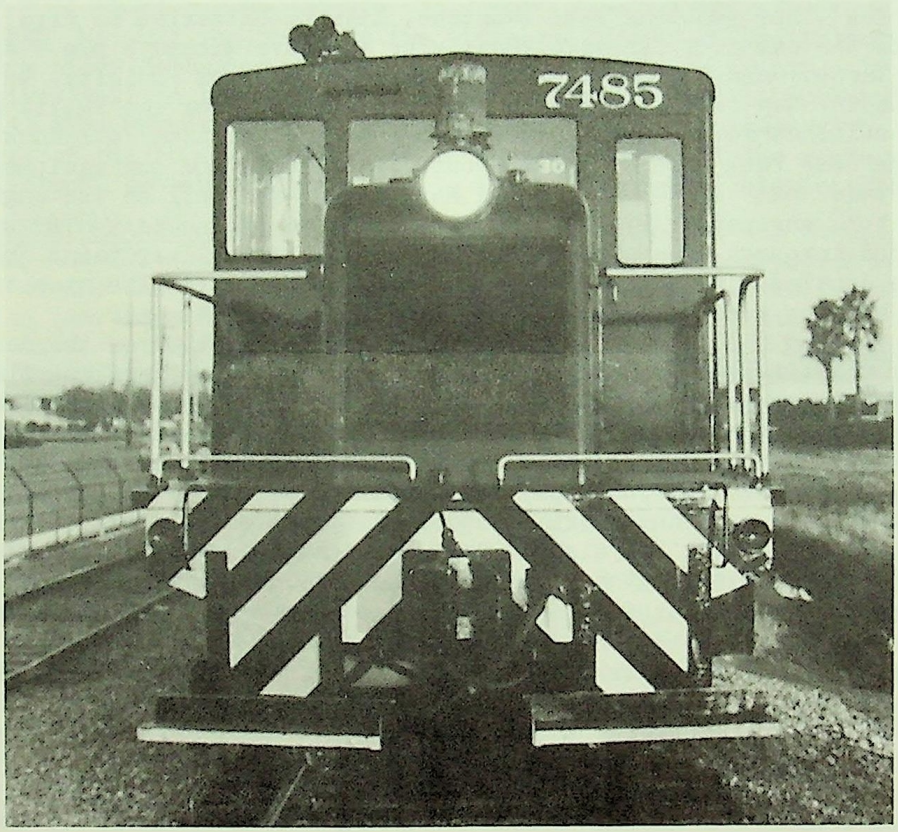

MUSEUM LOCOMOTIVE "JOINS" NAVY !

The N.A.S. Miramar Public Works people had to borrow PSRMA's restored G.E. 45-tonner last month to bring in a load of important goods spotted at their gate by the Santa Fe. It seems the shipment caught their own 44-ton switcher down for repairs and the boxcar had to be moved in immediately.

#7485, shown here in her new black and silver striped paint job, pinch hit admirably for the sick G.E. engine, handling the job in routine fashion. Restoration crewman John Ashman, himself a career Navy man, was there and has the whole story in this issue of REPORT.

P. Allen Copeland is back this month with Part 5 of his Industrial Railroads of San Diego County series.

Don't miss the general meeting later this month; see details on page 5.

Navy Enlists No. 7485

by John Ashman

Tuesday, March 28th, while on board Miramar Naval Air Station for personal business, I noticed quite a bit of activity going on around the museum's equipment. Being the nosey person that I am, I decided that an investigation was called for. I met Linda Di Giorgio who had come out to open the equipment for a tour by students from the Joy Bright Hancock grade school. I asked Linda why the Navy vehicles were parked around #7485 and she told me that they were Navy civilian employees from the Navy Public Works Facility waiting for someone from PSRMA to bring a key for the #7485.

After talking to base engineer Dave Gorham, I found out that the Navy had requested the use of #7485 to move a boxcar full of supplies in from the Santa Fe spur to the loading dock at the Public Works Facility. The Navy's 44-ton G.E. diesel was out of commission at the time and the boxcar had to be brought in as soon as possible. So with the usual Navy "can do" spirit, and remembering the museum's restored diesel, assistance was requested from PSRMA through president "Chop" Kerr. Seeing as how I was already on the scene, I volunteered to be the museum's representative for the move. (I'll jump at any reason to railroad, just ask my wife!)

After a few minor problems were overcome, like no batteries to fire up the engine and no key for the cab door, we were finally on the move around 2 p.m. With Dave as our engineer for the day and a crew of two from the Public Works Facility, we set out for the west gate. On the way out we stopped to throw the switch for the Public Works Facility and also the switches for the run around siding at the aviation fuel dock.

Dave made some real nice comments about PSRMA people and our equipment. A few of the comments were that our 45-tonner had more get-up-and-pull on one engine than their 44-tonner on both engines! We were only firing the #1 engine as the #2 was down for minor repairs by Knud Antonsen. He also said our new black and silver paint job really looked great and the donated three-chime air horn sounded terrific! Its nice to know that some other people besides museum members notice what goes on at Miramar.

After unlocking the gate, we moved outside the air station on the new track that has been laid for the air station spur. (Incidentally, this was the first time the new track was used.) The track was poorly laid as was evidenced by the slight spreading of the rails and the spongy track bed. We coupled up to an AT&SF fifty-foot boxcar, #42378, and away we went. At the fuel loading siding we played run around with our car. (We had been pulling, so now we were pushing.) This was to facilitate the unloading of the boxcar at the warehouse dock. Without further incident we got our train to its final destination, shut down and locked up for the night. Dave asked me (actually, I volunteered) if I could come out in the morning so that he could set the box out again.

Wednesday morning, about 9 a.m., we had #7485 fired up and ready to go to work. Today's crew consisted of Dave Gorham as engineer, Bill Burreece and Bob Jackson as the crew with myself and son Joe along for the museum. We ran out to the fuel dock, played run around at the siding again, then pushed the box outside the gate and tied it down on the Santa Fe team track. We then returned #7485 to the head of the museum string and shut down.

It was a very interesting time for me; the museum had a chance to return a favor to the Navy and the #7485 had a chance to do what she was built for: switching revenue freight!

SHOW UP AT MIRAMAR, THERE'S LOTS OF WORK TO DO
BE A HAPPY MEMBER OF THE RESTORATION CREW!
(A. Nonymous)

REPORT

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

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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.oo per year regular, $4.oo per year contributing. Family memberships $12.oo per year for head of household plus $2.oo for each family member per year. Lifetime Memberships in PSRMA are available for $300.oo. The official telephone number of PSRMA is (714)-280-1781.

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

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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.

FROM THE CUPOLA

by H. C. Kerr, Jr. President

MEMBERSHIP DRIVE- PSRMA is about to enter a new era. By that I mean we are maturing as an organization. This is evident by the steady increase in membership participation and commitment to restoration projects and special activities. The possibility of the La Mesa Railroad Museum project, the new Railfan Patrol and the brightening prospects for a permanent museum in Campo all are contributing to membership enthusiasm. Active members are the life-blood of any volunteer organization. The larger the membership base, the more "workers" there are. In PSRMA, active participants comprise about fifteen per cent of the total 405 members. If we can double our membership, perhaps fifty additional workers would result, and what couldn't we accomplish with ninety to one hundred regular workers! More members also means added income; that's very important too. At the April board of directors meeting, authorization was given to conduct a special new member contest running the remainder of 1978. Details are presented elsewhere in this issue of REPORT. If each of the present members recruits only one new member, the job is done, and easily too. The first prize to be presented to the member who signs the largest number of new members should spur each of us to achieve Olympian results. So have at it; the gauntlet has been cast down.

NEW MUSEUM BROCHURES- Hot off the press is the first really new PSRMA brochure in several years. It is extra nice, featuring new photographs, new text and printing by letter press. This pamphlet arrived just in time for use at the Embarcadero Exhibit during the new tourist season and will also be helpful for the membership drive. Enclosed with this issue of REPORT is a copy of the brochure which will enable you to start the membership drive immediately. Additional brochures are available from Tanya Rose, telephone 469-3064.

SD&AE RWY. ABANDONMENT HEARINGS- After waiting fourteen months, it has begun. On Tuesday morning, April 4th, the ICC hearings on the Southern Pacific Transportation Company's proposed abandonment of the San Diego and Arizona Eastern Railway commenced. Interstate Commerce Commission law judge Forrest Gordon is presiding. The ICC has docketed the hearings for fourteen days, but Gordon stated he would stay on as long as necessary. I attended the first full day of the proceedings and they are extremely interesting. The action is taking place in the auditorium of the San Diego Gas and Electric Company at 101 Ash Street in downtown San Diego, starting at 9:30 am daily. All day parking is available across from the Santa Fe station for $0.80.

The first Southern Pacific witness was F. E. Kriebel, executive vice president, his expertise being traffic matters. The opposition to examine the SP's seven witnesses will be: the Metropolitan Transit Development Board, the San Diego Unified Port District, counties of San Diego and Imperial, City of San Diego, California Public Utilities Commission and counsel representing a group of shippers. The opposition intends to present twenty of their own expert witnesses. Sixty persons were present the first day.

One interesting sidelight of the first day was the revelation that liquidation value of the SD&AE assets is about $15.5 million, and that a "good" sale price is between $20 and $45 million. The SP would not state a firm sale price. Offers have been tendered to purchase the line, but no negotiations are under way.

To date, the names of three serious buyers have been made public, they are: the Metropolitan Transit Development Board, International Multi Resources, Inc. and San Cal Trans Corporation. I have spoken with the president of IMR, Inc. and they are very serious about wanting the line and have grand plans for increasing its freight revenue and the possibility of adding passenger service on a limited basis.

Upon completion of the hearings, Judge Gordon will make his recommendation to the ICC later this summer, perhaps in August. However, it may be two years before the ICC commisioners return a verdict!

This writer believes that the line will be sold long before any decision is reached on abandonment. In any event, your board of directors will continue to look out for PSRMA's interests with either a new owner or with the Southern Pacific.

BE A PSRMA BUILDER !

What is the fastest way to get from point "A" (an excellent collection of antique railway equipment exhibited or stored on scattered sections of rented track) to point "B" (a consolidated collection of railroad equipment maintained in museum owned shops and operated on museum owned track)? Answer: Double the membership! By doubling the financial base of the association we can restore twice as much equipment, run twice as many excursions, have twice as much fun, and reach our goal of an operating museum pike in half the time. If every member could talk one friend into throwing in with us as a regular member, great things could be accomplished so much sooner. To encourage this idea the PSRMA board of directors has cooked up a membership drive contest. Here's the pitch.

Be a PSRMA builder and sweet talk your rail-oriented friends into joining a great organization. The champion builder at the end of the year will be presented a most incredible book, "STEAM AND STEEL ACROSS THE GREAT DIVIDE, WILLIAM HENRY JACKSON'S ROCKY MOUNTAIN RAILROAD ALBUM." The large 18"X25" book contains a collection of photos taken in 1880-1890 by William H. Jackson, the famed transcontinental railroad photographer, reproduced from original glass negatives from the Colorado State Museum vaults. This exquisite book is number 1075 of a limited edition of 3,000 and is sure to become a prized collector's item. Come and see it at the April 28th general meeting.

In addition to the above first prize, everyone who signs up at least one member will receive a 1979 Pacific Southwest railroad calendar now being put together by the museum staff. The calendar will feature historic photos of San Diego area rail scenes and is planned as an annual project by PSRMA.

Enclosed in this issue of REPORT is a copy of the new museum brochure with a membership form attached. Write your name on the back of the form and give to a friend with appropriate drum beating and song and dance for PSRMA. More brochures will be available at the April general meeting or phone membership director Tanya Rose at 469-3064 and she will send you a fist-full.

A PSRMA builder's scoreboard will be featured in the REPORT for the rest of the year so participants can follow the action. Here's how the scoring works. Regular memberships count three points. Contributing memberships count one point. Family memberships count three points for the head of household plus one point for each family member. Current contributing members can count themselves for three points by upgrading to a regular membership at any time during the year. The contest starts now and ends January 1, 1979.

All PSRMA members are eligible to participate in the membership drive contest includnewly recruited members. Just make sure your name is on the back of all membership applications you give to friends or strangers. Get the hint, Victoria staffers?!

The woods are full of railfans, travellers and history buffs who are not yet members of PSRMA, so get out and beat the bushes. Enlighten these people to the benefits of membership in an outstanding, fun oriented, railroad museum.

Membership News

by Tanya Rose

Here are our latest potential PSRMA Builders, including Bob Kittel, volunteer fireman on the #4449 Freedom Train engine crew who has already laid several neat steam locomotive parts manuals on Ken Helm, our Master Mechanic. Welcome to all of you!

REGULAR MEMBERS

Ward Fagan
Ray Grant
Robert Kittel
Richard L. Parsons

FAMILY MEMBERS

Alice E. Herron
Dennis & Charlene Massey
Ida Mae Milot
Alexandria Straw

CONTRIBUTING MEMBERS

Charlotte Behrns
Daisy E. Borg
Robert M. Martin
Betty O'Leary
Erick Swenson
Richard A. Youhill

Industrial Railways of San Diego County

by P. Allen Copeland

PART 5---UNITED STATES ARMY, CAMP KEARNY

During the buildup of war making potential prior to and during World War One, a large Army camp was built on Kearny Mesa, near what is now the Miramar Naval Air Station. The camp was quite large, and was primarily used for basic training. To service the camp, a standard gauge railroad spur was built by the C. H. Sharp Construction Company, primarily for bringing in freight cars of equipment from a connection with the Santa Fe at a station named Linda Vista (since renamed Miramar). To operate it, an Alco 2-6-2 locomotive was brought in from Minnesota. Quite large by industrial railroad standards, the 2-6-2 was more typical of those used by regular railways than the standard "dinky" used by most firms.

The line was operated for the duration of the war, and was then discontinued. The locomotive was sent elsewhere and used on various construction projects. By a curious happenstance, the little "Prairie" engine is still in existance, on display at the Travel Town Transportation Museum in Griffith Park, Los Angeles. It had been used on projects right through World War Two, and was then stored until 1955 when it was donated to the museum.

Some of the tracks at Camp Kearny remained intact, though little used, and were later incorporated into the facilities constructed for the large airfield built on the site by the United States Marine Corps. However, that is another story and will be related in a later chapter.

Sharp & Fellows #7 photographed at Griffith Park in 1955 by the late Richard Dodge, noted San Diego railway historian.

Roster of Locomotives:
C. H. Sharp Construction Company, Camp Kearny, California
Standard Gauge

#7	2-6-2	56" drivers	20x26" cylinders	Alco-Dickson	#26264	Built Dec. 1902

Acquired by Sharp in 1909 from Minnesota Land and Construction Company #13. Originally built as a 2-6-0. Eventually owned by Sharp and Fellows Construction Company, a descendent of the original firm. Donated 2/10/55 to Travel Town, Griffith Park, Los Angeles, California.

Meeting To Feature Top AT&SF Agent

Mr. J. P. Carter, Superintendent of Special Services for Santa Fe's Coast Lines, will be our guest speaker at the April 28th general meeting. Mr. Carter, an admirer of member Ed Smith's vandal catching "Railfan Patrol" will discuss the problems railroad special agents have policing vandalism and how the museum patrol activity might best assist his men in keeping the lid on a worsening situation.

This meeting promises to be much different than any we've had before and could be the beginning of a working co-operation between the railroads and railfans in making the mainlines safer for passengers and train crews everywhere. The meeting starts at 7:30 on Friday evening, April 28th in the La Sala Room, House of Hospitality, Balboa Park. Don't miss it!

RESTORATION NEWS

by Ken Helm

Work continues on the Shay with the final goal coming closer each Saturday. This month, again despite rain, about 15% more of the loco was stripped to bare matal and primered. Once again, Superintendent Norm Hill managed to get a commercial steam cleaning rig to come down and blast away at the steam locomotive "crud" after a month-long soaking with diesel oil. Again this fifty-year accumulation proved stubborn. Most of the stuff came off, but there still remains about 20%, say from 1923 to 1931. Norm got so serious about getting off the grime that he had a factory rep. from Clayton Steam Cleaners come down with a rig to evaluate the results. This gave us two rigs working about six hours; believe me, it is hard to imagine doing this by hand now. In one more month's time the rig will return for what should be the last run at it. Next month we might also get a 2,000 pounds high pressure water cleaner for a try. We want a factory finish on this locomotive, and we will not be denied!

The original Hutchinson Lumber Company lettering has been uncovered on the tender. John Ashman and Larry Rose used stripper and elbow grease to expose the eight-inch high gold railroad roman letters. A 3/4-inch gold stripe was also found around the top of the tank and oil bunker. Young Tom Collins has been scraping buckets of crud from the smoke box of Number 3, a filthy job that made him look like a chimney sweep. Dick McIntyre also did some more torch and steel work on the rusted tender side panels.

Elsewhere on the string, work continues as usual. Ex-Union Pacific coach #576 had another broken window repaired. That leaves just four more to go. Ex-Santa Fe #1509 got more attention from Jack Linn with the areas above the windows inside the car getting minor detail work prior to painting. It looks like the interior of this car will be painted in about two months. Our Army kitchen car is being sized up for a sandblasting job some time in the next three months by Superintendent Norm Hill. With this paint job, the entire string at Miramar will look presentable at last.

There are still a few things to do on our side-rod diesel #7485. As usual, Knud Antonsen continues to tinker with minor problems. This month, a new exhaust pipe section was required on engine #2 due to rust. New members Dennis W. Massey and Bob Martin helped the museum General Manager spread an epoxy non-skid deck coating on the floor of #7485. John Ashman installed new stack extensions on both engine exhaust pipes. John went to a lot of trouble to have them custom built to fit the odd size flanges on our pre-war side-rodder.

Dirty as usual this month were Tom Collins, Jim Lundquist, Larry Rose, John, Joe and Jeff Ashman, Knud Antonsen, Dennis Massey, Bob Martin, Dick McIntyre, Steve Rosefeld, "Nick" Nichols, Ken Brandenburg, and, of course, good ol' Jack Linn. A special thanks goes to Norm Hill and Clayton Steam Cleaners.

Rail Buff is Front Page News

PSRMA board chairman and long-time member Dick Pennick was featured in a front page article of the March 27th edition of the DAILY CALIFORNIAN. Dick's varied and life-long railfan activities were reported in a detailed article by Del Hood, the Associate Editor of the east county daily.

A full-color photo of Dick in his antique wooden rail car accompanied the article. Dick discovered the old car being used as a cabin in Descanso in 1975 and identified it as an ex-National City and Otay picnic car built in 1886. Dick bought the car and had it moved to his back yard in Casa de Oro last year where he is now restoring it. A second car of similar style was also found at the same location and is now being restored in Lemon Grove by Dick's friend Rurick Kallis.

The lengthy piece also covered Dick's train chasing career and love of steam locomotives. Our chairman of the board has pursued the iron horse all over the U.S. as well as Mexico and Central America, grabbing many cab rides in the process.

Dick is also an avid collector of local rail history lore and rail memorabilia, and is now writing a book on early day railroading in San Diego County.

VIEW from the VESTIBULE

by Jim Lundquist

AMTRAK

Amtrak's President Paul Reistrup will resign effective this July first. Many people had hoped he could have turned Amtrak around, but that never happened. Two people are being suggested as replacements. First, Alan Boyd, former Secretary of Transportation, who was not pro-passenger train when he held that position, second, Santa Fe's President John Reed, who ran the finest passenger trains before Amtrak, and is very pro-passenger train. Naturally, I would greatly prefer John Reed, as would most train buffs.

A new poll by Louis Harris shows that people are more supportive of passenger trains and expect to travel more by trains. Sixty percent want more improvements for Amtrak, and highways and airports dropped in popularity as candidates for government spending.

After just dropping the last RPO service, the idea of Amtrak carrying more mail has been suggested by many people. As most of you know, after President Johnson pulled the mail off most passenger trains, those trains that basically carried mail and offered passenger service had to be dropped. Albuquerque to El Paso was a nine-car train with eight baggage cars full of mail and one coach. The discontinuation of these trains was the start of the quick decline of the passenger train. Caltrans Director Adriana Gianturco called for mail transport on trains and says "Now the federal government often pays twice for transportation in the same corrider; once to move the mail and once to move the train." A study by the Keystone Assn. of RR Passengers of train mail service shows the figures of $50 million in revenue could be made for Amtrak. Ten million gallons of fuel could be saved if first class mail under 1,000 miles and all other mail at all distances were moved via Amtrak trains while still exceeding U.S. Postal service time/speed standards. Write your congressmen.

The zero-based study that the Dept. of Transportation (DOT) is doing on Amtrak is a complete waste of time. They are only looking for anything on which to base a massive cut-back in our passenger train service. Service reductions will not help Amtrak reduce its losses, but will create larger losses instead. The Interstate Commerce Commission (ICC) "Report to the President and the Congress-Effectiveness of the Amtrak Act" dated March 15, 1978 backs me up on this. Page 24 states in part, "The cost to Amtrak of actual passenger transportation (including train crews, station agents and on-board personnel) represents a relatively modest percentage of total expenses. We noted that even reductions in service over unprofitable routes would have a minimal impact on Amtrak's operating deficit, as the burden caused by transportation expenses is minimal."

The National Association of Railroad Passengers (NARP) has established "National Rail Passenger Week" April 17-23 and asks that you write your representatives during that week to demand better train service.

CALTRANS

The "San Diegans" will have a schedule change soon, other than those temporarily caused by rain induced slow orders. Train #770, the 7:30 am from Los Angeles will be switched to leave at 8:30 am. This will inable the "El Pacifico" to replace that train when service starts from Sacramento to San Diego. The 4:30 pm #777 will also be replaced by the new train.

Speaking of the planned new overnight "El Pacifico", Caltrans and Amtrak have informed the Southern Pacific, who refuses to operate the train, that there is "no alternative but to consider appropriate legal action" in order to force the railroad to operate the overnight train. Caltrans is willing to pay for the conversion of older sleepers to electric so that they can run with Amfleet, but Amtrak gives no assurances that they will be available in time for the start-up date of mid-June.

Caltrans had to threaten to pull out of the agreements with Amtrak on running passenger trains under the 403-B clause if Amtrak raised the fares again. (403-B states that the state must give its permission to raise rates.) Although all Amtrak fares will go up $2\frac{1}{2}$ % in April, Amtrak has reduced the round trip rate to Los Angeles so that you only pay $1.00 over the one-way fare. This fare is good Monday, Tuesday and Wednesday only and allows you to travel to Los Angeles and return for only $10.00.

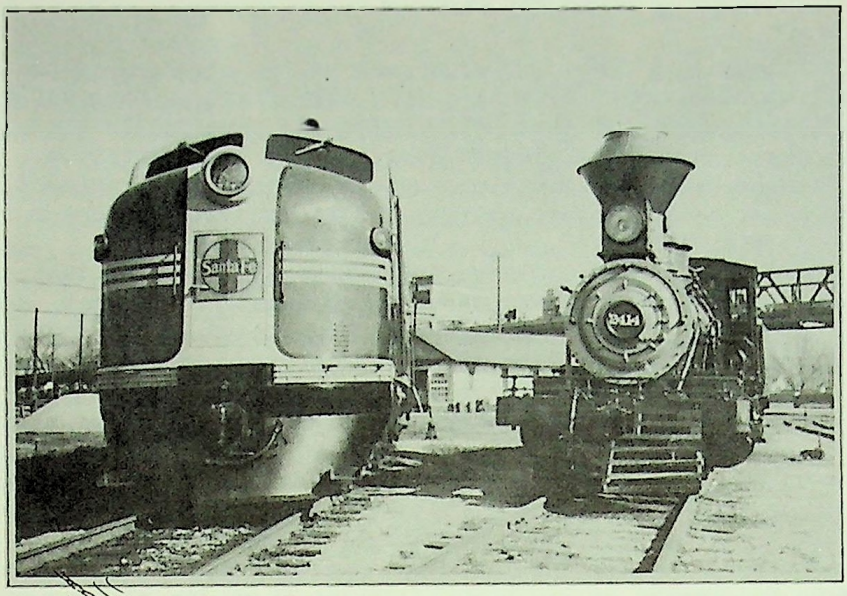
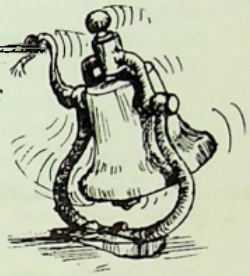


PHOTO OF THE MONTH

The new and the old on the Santa Fe are shown here in a photo by member William O. Gibson taken at Topeka, Kansas in February 1941. Santa Fe's first freight diesel, EMD built FT No. 100, dwarfs 2-8-0 No. 2414, an 1880 Baldwin product. The little steamer carried BLW builders No. 5266 and was delivered as No. 132, renumbered to 912 in 1898. It was renumbered to 2414 in 1900 and later re-built to an 0-8-0. The locomotive was re-built to its original factory appearance in 1940 at the Topeka shops, and kept for special exhibition purposes after being again renumbered to No. 1 and named the "Cyrus K. Holliday".

STEAM SHOP TOUR - Dick Pennick is organizing a tour through the O'Conner Engineering Co. facilities in Costa Mesa. The firm is constructing full-size operating replicas of the two engines that touched pilots at Promontory, Utah on that much celebrated day in May, 1869. If you would like to go, call Dick at 463-2276 for details. The tour is tentatively scheduled for the first weekend in May.



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