PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOC. INC.

Aug. '78 **REPORT** No. 149

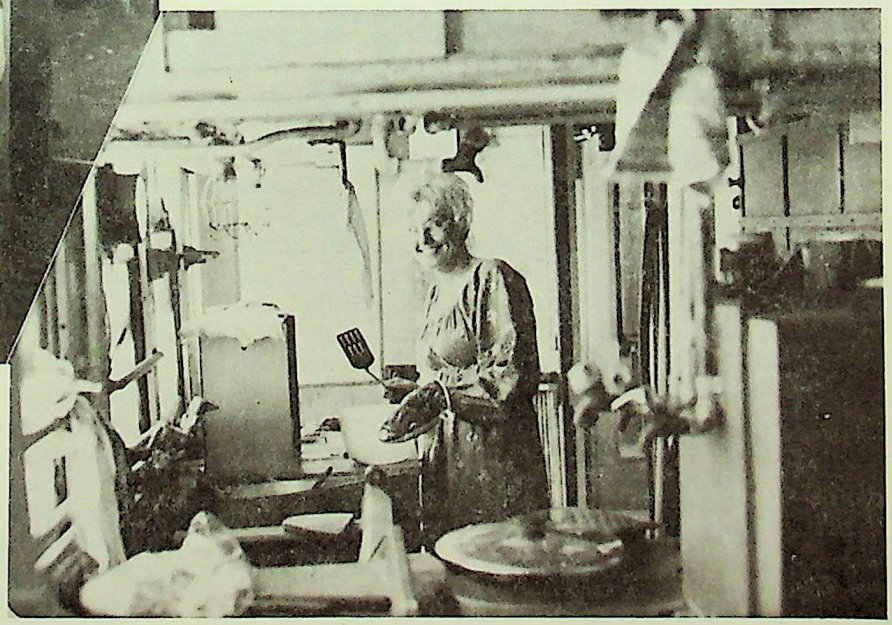
OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

Dining on the "Miramar Chief"

← Norm Hill and Brenda Bailey enjoy lunch on car #1509. Nothing unusual except that the car is moving! Hoghead Ken Helm and engine #7485 treated the PSRMA restoration crew to a really moving repast one Saturday last month.

The kitchen of the museum's old Santa Fe heavyweight was in full operation for the special treat complete with thumping steam pipes and wood-fired stove. Brenda Bailey and Tanya Rose prepared the food with Ron Milot and Bob Martin serving as stewards and K.P.

General Manager Larry Rose subbed Master Mechanic Ken Helm at the throttle so he could sample some of Tanya's chocolate chip cookies baked in #1509's cast-iron oven. Jim Lundquist also performed some throttle jerking so everyone could enjoy the rolling feast.



Ron Milot came through the car sounding first call on his traditional dining car chimes, adding an aura of authenticity to the proceedings. Our Membership Director rustles grub in galley of #1509. →

RAILFAN PATROL NEWS

by Tanya Rose

John Schmeling, one of PSRMA's newer members, and an ardent supporter of the Railfan Patrol, has already earned his "ace" in just one sortie. It happened one July Sunday about 10:40 p.m. when he was returning home on the Amtrak along with Ed "Double Ace" Smith. John was in the vestibule while riding through Sorrento Canyon when he heard the thud of rocks hitting the side of the train. He risked a quick look and saw five young men firing away. When they arrived in San Diego the special agent was notified. Santa Fe's local "Hawkeye", who happened to be in his car, swooped down on these inebriated idiots and slapped on the cuffs. The special agent turned them over to the proper authorities and they were promptly tossed in the slammer. John was commended at the July general meeting by Ed, who presented him with a Santa Fe emblem for his railfan hat to mark the occasion.

The Railfan Patrol appears to be having some impact on the local scene. We seem to be noticing less and less trouble in certain hot-spots. Although some patrols turn out to be dry runs, we are just as glad, hoping that our very presence nips trouble in the bud. The recognition we get from the train crews is reward enough. To see their happy grins and hear their air horns blow as they wave to us can get you high. Our resolve to see them protected and helped becomes even stronger. They know we really care and that's what counts!

Ed has gone out so many times he's about due to put a forty-mission bend in his R.P. cap. REMEMBER! There is room for you to join in this important activity. To get started call or write Ed Smith for information today at P.O. Box 2141, El Cajon, CA 92021, phone: 449-0968. You could very well be instrumental in preventing injuries or even death on the rails. For sure you will have the satisfaction of making things easier for trainmen. Keeping alert while railfanning helps everybody!

Lima Locos in Spotlight at July Meeting

An almost full house of members and friends enjoyed a fun evening July 28th in Balboa Park. After the preliminary reports and nominations for '79 officers were disposed with, a most interesting program was presented.

John Carnes showed slides of the Lima, Ohio railroad museum and the locomotives produced by his family's famous Lima Locomotive Works. John also presented PSRMA with the original shop drawings of our 1923 Feather River Railway Shay #3. These hen's teeth drawings also have notes covering sister engine #2 now being overhauled in the Sierra Railroad's roundhouse at Jamestown, California.

He also showed an interesting set of slides showing the Detroit, Toledo and Ironton Railroad Depot at Uniopolis being moved to Lima's Lincoln Park, all by rail! The little depot was jacked up so a flatcar could be rolled under it.

By coincidence, if you weren't at the meeting and want to see what you missed, the latest (September) issue of MODEL RAILROADER MAGAZINE has plans and pictures of this traditional little D.T.& I. train station.

The same old faces were nominated for the top offices again. H.C. "Chop" Kerr, President; Larry Rose, V.P. and General Manager; Jim Lundquist, Secretary and Brenda Bailey, Treasurer. The only competition so far for a Board of Director's seat is among "Mick" Ackelson, Knud Antonsen, Jim Lundquist and George Geyer, who were nominated for the single Director's seat that is up for grabs. Tom Matson, Tanya Rose and Eric Sanders were nominated for the three Review Committee spots open.

Remember, September 1st is the last day to send in nominations if you would like to "throw the rascals out" and give some new blood a chance to get in on museum decision making. Just make certain the person you nominate is willing to serve.

Special thanks to PSRMA's long-time meeting organizer George Geyer and to Joyce and Steve Fuchs and Eric Sanders for the grog and goodies served at the break. And most of all, thanks to John Carnes for sharing his family's unique railroad history with PSRMA!

(L.R.)

RESTORATION NEWS

by Ken Helm

The weather has finally cooled down and the work being done has increased accordingly. The most visual change has been the interior painting of Cafe-Observation car #1509. Two weeks ago the blue trim was painted inside with an air-powered spray gun. "Nick" Nichols and Ken Helm almost died from the fumes inside the car while painting. Last week the cream-buff final coat was applied by Larry Rose and Ken Helm using an airless paint gun. This time no fume problem was encountered. The interior of this car is really shaping up and everything but the kitchen detailing will be finished by the end of September.

Elsewhere, good ol' Jack Linn has started to replace and remanufacture all the windows in our Army kitchen car. When he finishes with this job the car will be sandblasted and repainted to original livery, probably being completed in late February or so.

More attention is being paid to plumbing on both our passenger cars at Miramar. Leaking valves of all types on U.P. #576 are being serviced by Ken Helm. New member Russell Sargeant has started taking off pumping units for the air conditioning system of #1509 for servicing. The first unit he removed had last been rebuilt in 1947.

As usual, Knud Antonsen continues to tweak diesel # 7485. The slightest wheeze will not be tolerated by this hardcore perfectionist. Work still continues on our Shay. Steve Fuchs has finished re-working the turbo and there are perhaps two more weeks of scraping on the engine itself before it gets its coat of gloss black. The tender awaits the return of Dick McIntyre from vacation to have its welding finished.

Last week, a trip to the Sierra Railroad at Jamestown by Ken Helm, Larry Rose, John Ashman, Brenda Bailey, Norm Hill and "Nick" Nichols was quite productive in learning firing techniques, total engine lubrication and operation of a steam locomotive first hand. With any luck, our Shay will be certified to steam in January or February. Sister engine #2 has passed its hydro test, but still has to be re-assembled by Sierra's shop crew.

As a final note, last month we had 18 people up at Miramar helping with restoration, the best turnout we've had in quite a while. Lets keep it up! Getting dirty last month were Jim Lundquist, Ron Milot, Tom Collins, Jim Cooley, John "Ace" Schmeling, Larry and Tanya Rose, Dave Coster, Bob Martin, "Nick" Nichols, Brenda Bailey, Russell Sargeant, Paul Horky, John Ashman, Ken Helm, Knud Antonsen, Norm Hill and good ol' Jack Linn.

Don't be shy, come on out and join the gang. There's lots to do and super people to meet. Paul Horky even started working before he was officially recruited by General Manager Larry Rose! First-timers will even get a special introduction to good ol' Jack Linn, one of PSRMA's nicest senior citizens and a railroad restoration legend in his own time! What more could you ask for?!

VICTORIA STAFFERS

by Tanya Rose

Jo Pressnall wanted me to stress how much the services of our volunteer staffers are valued. "If we had to pay for their time we couldn't afford it," she said, "from the money they bring in to the great public relations job they do, the museum is very fortunate indeed they give of their time so freely." (I would like to add that we really lucked out when Jo took over as our exhibit staffing director. She does a superb job, often filling in at the last minute as a hostess as well as making the many phone calls to line up staffers.)

Won't you get in touch with Jo and offer to show off Victoria to our many visitors? She can be reached (collect, if necessary) at 435-5022. Let's keep our Jo happy and bouncing with lots of volunteers for this month! Here are last month's hosts:

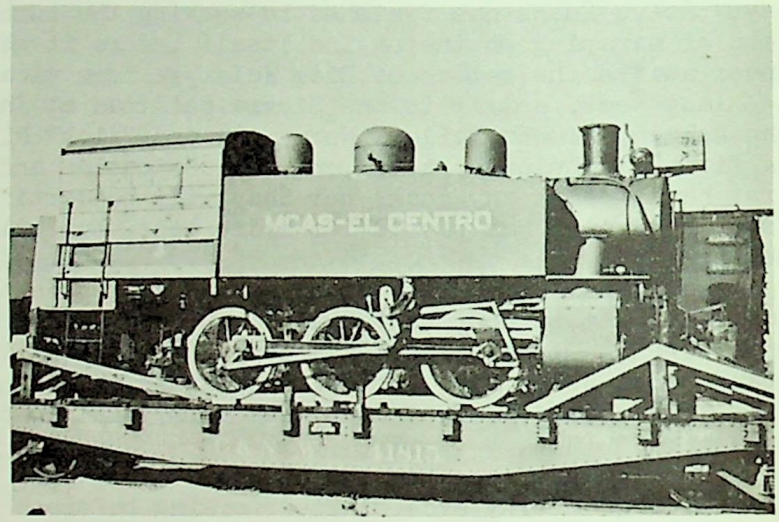
Ray Archer	Curtis Croulet	Harry Hurry	Anita Rhein
Good ol' Jack Linn	Corsica Lascurain	George Geyer	Theresa Tanalski
Ron Milot	Kay Montgomery	Betty Ruiz	John Patterson
Tanya Rose	her husband Rich	Shirley Cook	Kay Rucker

Industrial Railways of San Diego County

by P. Allen Copeland

PART EIGHT---UNITED STATES NAVY, U.S. Naval Air Station, North Island, California

The first military use of the area which is now North Island Naval Air Station was in 1901, when 38 acres of land were condemned on the island for Fort Pio Pico, a coast defense substation of Fort Rosecrans across the harbor. The fort was closed in 1919, but in 1911, the Glen Curtiss Aviation Camp was opened as an instruction and experimental school for both Army and Navy aviators. In 1912, a detachment of Army troops arrived at North Island to establish an aviation camp, which became Rockwell Field. The Army camp was located on the northeast corner of North Island, and along the bay. The Army was at North Island continuously from that point until the phaseout of Rockwell Field in 1939. In 1917, the War Department took over the whole of North Island, and an agreement was drawn up between the Army and Navy for joint occupancy. The first Naval units arrived in September, 1917 to establish a permanent Naval Air Station. At first, the Naval facility was used only for training purposes, but later, all types of aviation were based there, including lighter than air and the ships required for their support. Continual construction programs were undertaken, consisting of permanent buildings, runways, storage and maintenance facilities. Marine Corps aviation facilities were also based here for a time during the 1920's and 1930's, but were eventually transferred to what is now the Naval Air station at Miramar. Eventually, the entire island, as well as the Spanish Blight estuary, was taken over and improved for the use of naval aviation, a situation that still exists today.



MCAS-El Centro #1 was destined never to be used there, and was delivered directly to San Diego for use at North Island. Shown here on March 8, 1943 in a photograph by R.P. Middlebrook on arrival in the SD&AE yards, the Vulcan side-tank is typical of hundreds of similar locomotives built for the Army by Davenport, Porter and Vulcan for service in Great Britain, Europe, North Africa and the U.S.A. Curiously, this Navy locomotive was destined to be the last of its type owned by the Army after its transfer to Fort Eustis after WW II, all of the others having been given away or sold by 1950.

The first railway in the area was the Coronado Railroad, which built a line from San Diego, south along San Diego Bay and then north along the Silver Strand on the other side of the bay to the city of Coronado. The Spreckels interests operated a small shipyard and marine railway on a small portion of North Island and a spur of the railway serviced that facility. Eventually, the railroad went through several reorganizations, emerging as a part of the San Diego and Arizona Railway.

As the military facilities on the island expanded, direct rail service became necessary, and a rail and highway causeway connecting North Island with Coronado was constructed in 1919. Much track and facilities were built to service docks,

warehouses and maintenance facilities. Although the track was owned by the Navy, it was operated by the San Diego and Arizona. This arrangement continued until World War Two, when the increasing levels of traffic necessitated that the Navy acquire and use their own motive power. An 0-6-0T steam locomotive, originally destined for the Marine Corps at Seely, California was acquired new, and later, two General Electric 80-ton diesel-electric units were purchased and maintenance facilities built for all of them at the base. The locomotives were operated as a subfacility of the Naval Station across the bay. It is also probable that Naval Station locomotives were used at North Island as required. With the conclusion of the war, rail traffic declined to lower levels. The steam locomotive was transferred to the U.S. Army for use on the training railway at Fort Eustis, Virginia. In the 1950's, many squadrons of aircraft were transferred to the newer air station at Miramar, and use of North Island declined. The two diesel-electric locomotives were disposed of, and once again switching was performed by the San Diego and Arizona Eastern, now a Southern Pacific subsidiary.

Gradually, as Coronado became almost exclusively a residential community and the small bulk distributors which utilized rail shipments closed or moved elsewhere, the Naval Air Station became almost the sole customer of the railway branch. The Navy built a pipeline for petroleum products from the Naval Fuel Depot under San Diego Bay to the Naval Air Station and more and more material began to be brought in by truck. As traffic destined for the Air Station by rail declined, the branch to Coronado became uneconomic for the railway to maintain and operate, and in 1962 the branch was abandoned from Chula Vista around the bay to Coronado and North Island, ending rail service to the Naval Air Station.

Roster of Locomotives:

U.S. Naval Air Station, North Island, California
Standard Gauge

	1	0-6-0T	46"	16½x24"	102000	Vulcan Iron Works	#4419	2/43	(a)
65-00297	26	B-B D/E		500HP	160000	Gen. Electric	#27860	5/45	(b)
65-00298	27	B-B D/E		500HP	160000	Gen. Electric	#27861	6/45	(c)

(a) Built as U.S.M.C. Air Station #1, El Centro, California but delivered to San Diego. Transferred after World War II to U.S. Army #100, Fort Eustis, Virginia. Eventually used there as a stationary boiler.

(b) New. Sold 1964 to Trona Ry. #49, California. Leased by Trona to American Potash And Chemical Co. #49, Trona, California.

(c) New. Disposition unknown.

Note: Both locomotives were stored for some time at the Naval Station in San Diego and in the A.T.&.S.F. yards after their use at North Island ended.

Honor Roll

HAROLD CRISPELL---donated $15.00 for use on museum "crunch" projects. (Is there any other kind in this outfit?)

ROGER GREENWELL---donated miniature spikes (1/3 size of regular track spikes) perhaps from light narrow gauge mining road near Las Vegas, Nevada.

JOHN "NICK" NICHOLS---What can I say about this guy....If we need a tool, no matter how expensive or unusual, he always shows up with it at the restoration sessions. The latest has been an airless spray gun rig just when we need it most. When somebody burns up his drill motor, he won't even let the guilty party or the museum pay for the repairs. Without him, the restoration crew would be at least two years behind where it is now.

Membership News

by Tanya Rose

It was the night of the general meeting last month. A bunch of us moseyed on over to the San Diego Model Railroaders Club in the park to shoot the breeze, many members of this club being our friends and just ripe for some PSRMA propaganda. We didn't hit them too hard that night; we just used our usual "guilt" trip with lines such as: "Scale models are neat, but what have you done lately about saving the prototypes?" (Many of them have joined over these past few months when they began to think about it in that way.) There was one fellow, however, who wasn't responding to the message. Well, eventually we all went to the local coffee shop as usual. This guy came with us and ordered strawberry pie and tea. Larry and I thought it would be nice to treat him (thinking to soften his hard heart) but he still vacillated. As the pie was presented, I mustered up my best baleful glare, shoved a brochure and pen under his nose and said, "You can either wear that pie or eat it, what's it going to be?" Noticing that he was surrounded by my PSRMA "goons" seemed to sand his wheels up just fine, as he is now a proud member of PSRMA!

That's the toughest 3 points I ever earned, but I'm telling you about it so you, too, will persevere. There are a lot of folks out there just waiting to join if they only knew the advantages...comradeship with nice people, discounts on excursions and a chance to help preserve the rich railroad heritage of the southwest and the nation, etc.

Here are our latest members, plus this month's scoreboard. Call me at 469-3064 for more membership brochures or information. Remember: regular members count 3 points; head of house counts 3 points, plus 1 point for each additional family member; contributing members count 1 point and those who upgrade to regular status can count themselves as 3 points. Everyone entering gets a free PSRMA calendar and a chance to win the book STEAM AND STEEL ACROSS THE GREAT DIVIDE, WILLIAM HENRY JACKSON'S ROCKY MOUNTAIN RAILROAD ALBUM. Time's a wasting, you have until January 1, 1979. Good luck!!

REGULAR MEMBERS

Clifford E. Breeden, Jr.
R. Geoff Brunner
Walter L. Foster
Barret E. Hansen
Douglas Harley
Paul J. Horky
Burton R. Johnson
Dan Mc Lean (upgrade)
Dr. Ralph William Randall
Robert Weisser
David B. Widmayer

FAMILY MEMBERS

The Barniers---Albert, Judith, Bob, Jean, Janet and Jenifer (upgrade)
James H. & Betty A. Brown
Francis C. & Jeanne L. Kearney (upgrade)
The Trujillos---Greg J., Phyliss, Jenaro, Andre and Vince

CONTRIBUTING MEMBERS

John M. Meyer
Chadwell O'Connor (honorary)

MEMBERSHIP CONTEST SCOREBOARD

CURRENT STANDINGS		POINTS	CURRENT STANDINGS		POINTS
# 1	John D. Corder	23	# 10	Dennis Massey	4
# 2	Tanya Rose	20	# 11-15	Dave Mason	3
# 3	Robert Martin	19	# 11-15	Brenda M. Bailey	3
# 4	H. C. Kerr	12	# 11-15	Pat Stanley	3
# 5	Larry Rose	10	# 11-15	Ed Smith	3
# 6	Al Barnier	8	# 11-15	Norma Luscomb	3
# 7	Dick Pennick	7	# 16-18	"Nick" Nichols	1
# 8	Jim Lundquist	6	# 16-18	Russell Sargeant	1
# 9	George Geyer	5	# 16-18	Sarah Cooley	1

All those members who upgraded since the beginning of the contest (April, '78), though not listed on this scoreboard, will also get a free PSRMA calendar.

VIEW from the VESTIBULE

by Jim Lundquist

AMTRAK

The future of passenger trains has been discussed by the Citizens of the U. S. through a series of hearings held by the I.C.C. One of these hearings was held in Los Angeles in July, which was followed the next day by hearings from Caltrans. Although I was unable to attend, I am thankful to Ed Osburn, the Secretary of Citizens for Rail California, for sending me his impressions of the proceedings.

Friday, July 14th--I.C.C.: The room was 50% full. The hearings went on all day with only two negative speakers towards improving the passenger train. An elderly gentleman, Mr. Long, representing a group titled "Southern California Transportation Action Committee" (SCATRAC), 610 South Main, Los Angeles (P.E. Building) spoke very much the same way as Southern Pacific used to. He argued (if you can believe this), that Amtrak "increased air pollution and traffic congestion" by interfering with freight trains as well as using locomotives from S.P. that are needed for freight. This item on locomotives was neatly rebutted by George Paine, who later reported that he has just seen 60 S.P. freight locomotives tied up in a Los Angeles yard awaiting repairs and maintenance, evidently for a considerable time. Citizens for Rail California (CRC) was represented by George Falcon, Carl Schiermeyer, Ed Osburn, Bob Ramsay, Greg Thompson and George Paine. They all spoke in a coordinated fashion covering ridership, energy efficiency, total network, etc. They were all very well received, and later learned that their presentation was the best given in all the hearings throughout the U. S.

Saturday, July 15th---Caltrans: A bigger auditorium was about 1/3 filled. Mostly the same people were present with a few additional CRCers and PSRMAers. Caltrans presented their program for passenger trains in California (outlined in last month's column), complete with slides. Again, there were just two negative comments, with the same speech from Mr. Long. Once again, CRC spoke in a coordinated fashion, along with the Sierra Club and others. The general mood was overwhelmingly pro-rail.

Both hearings seemed likely for news coverage, but no one from the press was seen. Also, several speakers addressed the problem of labor relations and the unions, but no one from the brotherhoods spoke in defense of union trainmen.

CALTRANS

Director of Transportation Adriana Gianturco has written a letter to the I.C.C. with the official State of California response to the I.C.C. plan. Basically, she is very displeased with the way California is again overlooked (a large section of land with 10% of the nation's population seems hard to overlook, doesn't it?). She pointed out that the San Francisco Zephyr presently carries more people today than the I.C.C. requires to keep a train running, but it is to be eliminated by the I.C.C. proposal. She also drew attention to the fact that only 5% of Amtrak's budget is spent in California, and called for a larger proportion in the future.

Caltrans has decided to go to court with the Santa Fe for running the "San Diegans" late. It has been as low as 14% on time in the past few months. Too bad that this could not be talked out, as the AT&SF in the past has not appeared to be against passenger trains. However, I am glad that Caltrans is dedicated to the on-time operation of passenger trains.

The "El Camino" will become a Caltrans train after August 1st, when the County of Los Angeles dropped their part of the funding. The "El Camino" has been spotted running an all-Amfleet equipment consist lately, so if you want to ride the ex-Zephyr dome you had better get moving!

ODDS AND ENDS

The Evening Tribune has carried two interesting articles recently. First, in Leola, Pennsylvania, when $9 million in funds ran out before the state could pave a 4.9 stretch of highway, it spent $100,000 to cover the roadbed with soil and plant grass. Today, the area's farmers, who did not want the highway anyway, use the Route 23 expressway for gra-

zing their goats. One could make better time on a goat than in automobiles these days. Interstate 8 in San Diego's Mission Valley used to be a farm. Perhaps someday it can return to a more useful purpose.

Second, the pyramids were built to last for centuries, but the 42,500 mile, $104 billion interstate highway system was built to last twenty years. At that, some surfaces are wearing out faster than anticipated because of excessive wear from overweight trucks. It will take nearly $1 billion a year from now on just to maintain what's in place. I wonder what goat paths would cost to maintain?

On KNBC (Channel 4 in Los Angeles), a recent editorial by Ed Osburn was aired which called for more and better passenger trains. Here here!

Channel 7 (ABC in L.A.) also aired a most interesting documentary on the tragic demise thirty years ago of the Pacific Electric Railway system in that city. After explaining how big motor and oil interests bought and scrapped the system so G.M. buses could run unopposed, they ended the piece with this incredible quote by the head of the National City Lines (the company set up to get rid of the world's largest interurban electric railway). "If they won't ride G.M. buses they will probably buy a Chevy so either way we can't lose". How true! Only the citizens of Los Angeles were losers. Think of that the next time you are choking in the fumes of bumper-to-bumper freeway traffic!

EXCURSION NOTE: If you have any names for the Puerto Peñasco mailing list, contact Barbarann Parker at P.O. Box 815, Lemon Grove, CA 92045.

REPORT

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

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