

REPORT

of the

PACIFIC SOUTHWEST RLY. MUSEUM ASSOC. INC.

Issue 15 El Cajon, Calif. Dec. 7, 1964

STEAM PASSENGER TRAIN MAY RUN ON THE SILVER STRAND

A Northern California syndicate is reported to be planning to operate a steam-powered passenger train between Hotel del Coronado and the Silver Strand State Park in Coronado. From a responsible source Report learned that arrangements have been made with the San Diego & Arizona Eastern Railway Company for use of three miles of track. Two steam locomotives are said to be available.

Member Jack Stodelle reports that he has been informed the operator of Roaring Camp and Big Trees Narrow Gauge Railroad at Felton in the Santa Cruz Redwood country is one of the interested parties. Stodelle said the two locomotives are reported to be Sierra Railroad numbers 34 and 36.

Report was told that two gondola cars and a coach will serve as passenger equipment. Major restoration and repair is to be done at a Northern California terminal railroad repair shop.

Southern end of the line is to be at the north boundary of the State Park according to the report.

Stodelle said the two reports appear to be authentic although no official confirmation has been received from any party directly concerned.

Western Railroad lists the following locomotive data: No. 34, Baldwin (58679) 1925, 2-8-2, 46", 19x26, 175000. No. 36, Schenectady (68278) 1930, 2-8-2, 50", 21x28, 207000.

PSRMA'S DECEMBER MEETING - A BIG ONE!

Members are advised that they will hear exciting and challenging news from the Museum Committee, Walter Hayward, chairman, at the December meeting. On Sunday, December 13, 7:30 p.m., be sure to be at the "Old Library Building" in the center of the triangle on Prescott Street just south of Main Street in El Cajon.

Wootton reminds members that the 1965 officers will be elected at the

meeting. He said he expects the turnout to be equal or better than the last meeting when 21 were present.

Wootton said that excursions, past and future will be discussed as will other important matters.

MUSEUM COMMITTEE HAS NEWS FOR MEMBERS

The Museum Committee with the support of the Board of Directors is seeking the use of one mile of San Diego & Arizona Eastern Railway Co. Coronado Belt Line track which lies within the confines of the Silver Strand State Park.

Walter Hayward, committee chairman, said that his committee had set this goal before it became known that a steam train might be operated on the Strand by a private party. Hayward said there would be no conflict in plans providing the Silver Strand State Park track was not included in the steam railroad plans. Hayward also said the committee was proceeding on the theory the museum plan was feasible.

Richard Pennick will obtain the specs, ownership data and a map of the right-of-way, Stanton Kerr will study tax problems, Terry Durkin will talk with the Division of Beaches and Parks, and the Board of Directors will develop a statement of the overall plan.

Hayward said that when all needed data is available Tom Sefton and Jack Stodelle will make the presentation to parties concerned, including the railway and government agencies.

If the project does not materialize most of the planning will still apply to other projects. Hayward said the committee may also, if needed, solicit funds from interested persons, or work through cooperating railfans. He said he hoped the Railway Historical Society of San Diego would lend its support.

A WIG WAG THAT MAY WIGWAG AGAIN

Two wig wags once stood at Broadway and F in Chula Vista, ready to protect the Chula Vista section of the San Diego & Arizona Eastern Railway Company "Roustabout" from heavy highway traffic continually pouring through that intersection.

Much of the traffic moved west to the new 101 Freeway. Then the train service to central Chula Vista was discontinued. But the wig wags remained. Now they are (Continued on page two)

gone. One is stored as a spare at the SD&AE yard; the other was made available for scrap purchase by the Museum. It was purchased and is now stored on the Hayward property in Lakeside - almost in wig-wagging distance of the old SD&AE La Mesa station also in Lakeside.

PSRMA MAY OPEN AN OFFICE IN DOWNTOWN SAN DIEGO. PSRMA Member Terry Durkin is negotiating for some office space with a telephone included. That's all we can say now. SECRETARY GEORGE GEYER is very busy working on a revised membership list. Expect to see a copy in the next mailing. Also if funds are appropriated members will soon receive a copies of the Articles of Incorporation, By-laws and standing rules.

NOTES IN THE NEWS

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CALIFORNIA SOUTHERN EXPRESS, publication of the California Southern Railroad Museum, in the November issue ran a letter from the Southwest Railway Library which was addressed to CSRM Vice President Barney Root informing him that the then-California Southern Railway Library (of San Diego) had relinquished its name so that the northern group could have title to the nametag for their museum. John Coble's reply was also included. John wrote some kind words in reply and stated that such cooperation was appreciated....San Diego area railfans should be hearing soon about Southwest Railway Library's plans.

SANTA FE NEWS. The City of San Diego is encouraging the U.S. Navy to retain AT&SF track which runs through Miramar Naval Air Station, across US 395 and into the former Camp Elliott property. City hopes track will serve future industrial property..... Santa Fe in September handled almost 500 cars of potash for the bulk loader at the Tenth Avenue terminal.....Sen. Pierre Salinger's Whistle Stop campaign train run August 29 used four lounge cars including 1509.....The PUC on November 24 rejected Santa Fe's request to cut schedules to two a day on the Los Angeles-San Diego run. PUC did make permanent a July discontinuance of two mail trains. Commission felt that reasonably adequate passenger service must be retained.....There is a line change on Santa Fe coming up in the Rose Canyon area.....RHSofSD Newsletter reported a three unit Alco 51 pulling a 17 car San Diegan on Labor Day. Two race trains that day had 22 cars and 27 respectively. One train hauled 1114 passengers. Your editor noted the 19 car circus train. Corky Thomson saw it hauled north on the end of a freight train.

SAN DIEGO & ARIZONA EASTERN RAILWAY COMPANY. The "La Mesa Branch" as of August ran most of the time without a fireman.....Coronado branch's days are numbered. It appears that a second entrance to San Diego Harbor will become a reality. It will probably cut through the Silver Strand at the south boundary of the Silver Strand State Park.....Locomotive 4620 is now handling the La Mesa branch run. It arrived in early November. Train runs three to six times a week. May have run MU - not sure. George Geyer reports that 5101, 5102 (bad order), 5108 (yard service), 5115 (repainted), 5119 (Coronado & South Bay) and 4620 are in town.....A railroad crossing has been constructed at Dos Cabezas, 3½ miles NW of US 80 at Ocotillo. Road provides access to a new section of the desert park.

GENERAL NEWS. RAILROAD AND MUSEUM. IF your editor is still around and if PSRMA so desires, Report will be issued six times a year in 1965 as a regular bulletin and not as a meeting announcement. An attempt will be made to provide a regular and reasonably complete news summary in each issue....Car 11, the town's second private car was heading north about two weeks ago at the tail end of a "San Diegan" when it became uncoupled and dropped behind the train. Train slowed and the car banged into the train. Occupants were hurt slightly but damage was minor. Happened in Rose Canyon.....Bus Fans! Route E bus on September 24 was extended on Main from Mollison to Second....Ramona Stage Line uses - is it an Econoline?.... John Darriger was in San November 25 for his final appearance as President of the P&LE. After the luncheon he returned to Los Angeles as a guest of several owners of the "Cyros H. Holliday." Several Santa Fe officials also rode north in the car as did a few PSRMA folks.

December 7, 1964

MEMO TO ALL WHO RODE THE COLORADO RIVER EXPRESS EXCURSION TRAIN!

Dear Friend,

Thank you for joining us on the "Colorado River Express" excursion. We are happy that you went along.

We suspect that you did find the excursion was "different." Of course, we regret that it did not go according to plan. Excursions routed on railway branch lines and which utilize combinations of transport are often subject to delays and other changes. But the "Colorado River Express" experience was indeed unique.

Arrival of bus passengers in Mexicali, particularly those in Bus No. 3, was way behind schedule. This coupled with the concern that Mexican Highway No. 2 might be "iced over" by early evening led to the decision that the train ride be cut from 60 one-way miles to 40 and the train stops eliminated. While safety was the primary concern, both museum and transport officials decided to salvage as much of the trip as possible.

As it happened, it was "all clear" on Mexican Highway No. 2 on the return trip. In rather remarkable manner Mexican Highway folk cleared the road of snow as well as stalled motor vehicles. The return ride was a pleasant one.

Although bus passengers and officials on the eastbound trip were not aware of it, the whereabouts of the nine buses was known to railroad and Museum officials at the Mexicali station. Operator of the Sonora-Baja California Railroad is the Communications Ministry. This Ministry controls the telephone and telegraph facilities. The railroad was in touch with a radio-equipped police car which part of the time, at least, followed the special buses. Thus the late arrival was expected.

In any event, who can say the trip was not a new and different experience. Thanks to each and every excursionist for the good spirit and patience exhibited on the trip.

PSRMA officials have recovered and now anticipate another trip or two. In March by chartered buses and streamlined Union Pacific train interested persons may journey from San Diego to the ghost town of Calico. This will be a long trip and somewhat expensive---about \$14 for both bus and train, \$10 for train only. But for one's time and money he'll enjoy good company, a fast comfortable train ride through Cajon Pass and the Mohave desert, and some hours at Calico. What more can one ask? We'll send you details later.

PSRMA may also schedule a shorter and less expensive trip on the regular "San Diegan." The "other group," the Railway Historical Society of San Diego, in late April or early May will run a Santa Fe train from San Diego to the Orange Empire Trolley Museum in Perris. This will be an interesting trip.

If you are interested in helping PSRMA achieve its goal of building an operating rail-museum, join us by sending in a contributing membership. With this membership you'll receive publications and announcements, and you'll always have a standing invitation to attend meetings and activities.

Again, thank you for your interest and cooperation.

(Report address:
7861 Normal, La Mesa, Calif.)

Sincerely,
Wally Duthie, excursion director
William Wootton, president