PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOC. INC.

Sept. '78 **REPORT** No. 150

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

"Miramar Chief" Draws Big Crowd

Over 250 members and friends turned out on Labor Day to ride PSRMA's Cafe-Observation Car 1509, outfitted for the occasion with a special "Miramar Chief" drumhead and matched marker lamps. The classic heavyweight was all spruced up to a point as close as possible to its former elegance in the glory days of the Santa Fe and folks responded by showing up in near record numbers to ride.

The restoration crew worked overtime to get #1509 ready for her "coming out" party. Ron Milot and Norm Hill worked till dark Sunday scrubbing and cleaning after doing the same with the rest of the crew all day Saturday. Norm Also supplied the markers.

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Dennis Massey shampooed the carpet while Ken Helm and "Nick" Nichols installed the freshly painted old light fixtures.

The motive power for the special run was also polished up with 45-tonner #7485 getting a wash and window cleaning by Jim Lundquist. Knud Antonsen pronounced the 1941 G.E. product mechanically fit and ready to do its job. Knud also donated the glasses, ice and soft drinks to stock the bar in #1509. Bob Martin, Ron Milot and Steve Rosefeld served as barmen for the special trip dressed in traditional car attendants outfits with black bowties. Bob also worked both days making sure #1509 and #7485 would be standing tall. Norm Hill's daughter Andrea waited on tables and delivered drinks to the folks in the lounge. She cheerfully volunteered for the job and handled everything beautifully. Andrea is only eight years old.

Camera shutters click at one of several photo run-bys staged for the fans out in the Miramar "boondocks".

Helping out on every job that needed doing was young Tom Collins. So many people wanted him to run errands and "gofer" this or that, finally Ron Milot said "He's working for me now, you guys will have to take a number and wait your turn". Tom also fits PSRMA's Santa Fe conductor's uniform as does Bob Martin, so these two traded off conducting duty for the big Labor Day roll. Throttle jerkers for the day were Ken Helm, Jim Lundquist, Brenda Bailey, Knud Antonsen, Larry Rose and Terry E. Durkin.

Good ol' Jack Linn is becoming well known. When it was announced that he had climbed on board, a spontaneous cheer erupted throughout the car. Jack installed all the windows that had been so finely crafted of oak by Frank Cooke last year and has been a regular #1509 worker since early 1975.

Tanya Rose, our membership lady, was on board the entire day hawking museum T-shirts and color post cards of our railway equipment. Seven new members were also signed up, with Dennis Massey making the most of a fun situation to do some heavy recruiting.

So much fun was had on the "Chief" that the special roll will probably be an annual event. We hope to have steam on the point next time in the form of three-truck Shay #3 who's rehabilitation is now the major project at Miramar. (L. R.)

All of the excitement even attracted several non-railfans who came on board to see what was going on. One of the non-fans asked Tanya Rose: "Why on earth would all these people come out here just to ride an old train car three miles?!" Her answer was classic: "To a railfan, no explanation is necessary; to a non-fan no explanation is possible."

Honor Roll

NORM HILL---donated numerous paint supplies, over 100 square feet of glass, an electric grinder amd a 10-foot aluminum ladder.

JAMES AND MIRIAM BORGIUM---donated assorted pictures of locomotives, including some very nice ones of the "Heber Creeper".

HARRY W. AND GERTRUDE CHRISTIANSEN---have sent a very generous cash donation in along with their membership renewal. Its unexpected gifts like this that keep the morale up and the restoration projects in high gear!

FROM THE CUPOLA

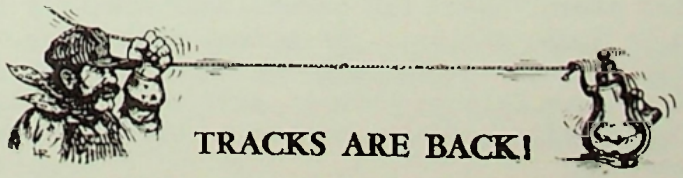
by H. Chalmers Kerr, Jr., President

ELECTION- The election for PSRMA's 1979 officers and directors will be held at the next general meeting on October 27, 1978. Bring your completed ballot to the meeting or, if you can't attend, please mail the ballot to James J. Lundquist, PSRMA Secretary, 3376 Par Drive, La Mesa, CA 92041. Your vote is wanted and needed, so DON'T FORGET TO VOTE!

LA MESA DEPOT R.R. MUSEUM- On July 30th a joint meeting of representatives from PSRMA and the La Mesa Historical Society was held to discuss the status of and strategy for proceding with the museum project. Subsequently, PSRMA's Board of Directors authorized the preparation and presentation of a formal museum proposal to the City Council of La Mesa for approval. Preparatory to going before the council, Museum Committee Chairman Eric Sanders met with La Mesa Mayor Paul Fordem and a member of the historical society spoke with Councilman Bailey about the project. The essence of these meetings is that the council remains undecided about the location of the permanent site for the museum and is not ready to act on a formal proposal. This is in part because the details of the revised La Mesa Phase II Redevelopment Plan are not firm, the plan possible taking over the linear park land adjacent to the S.D.& A.E. Railway right-of-way which earlier was selected as an excellent museum site. In the interim, plans are to move the depot to a temporary storage site on La Mesa city land and continue restoration. The council is unofficially in favor of the museum, but is not yet in the position to designate a site. Hopefully, a decision will be made before the end of 1978.

WHITHER GOES THE MTDB?- Local scuttlebutt is that the Southern Pacific Transportation Company may strike a deal with the Metropolitan Transit Development Board to claim a sizable income tax advantage in selling the San Diego area trackage. The MTDB still wants the S.D.& A.E. Rwy. in order to obtain a right-of-way for the first segment of a light rail transit system. In essence, Espee would sell the 109 miles of the S.D. & A.E. running through portions of San Diego and Imperial Counties for less than it claims the railroad is worth. The difference between the claimed value ($44 million or some new appraised value) and the purchase offer ($18 million), which the MTDB would have to certify as correct, would then be called a gift and used to greatly lower the railroad's taxes on the sale. It is indeed good news that the MTDB is still forging ahead with negotiations, while preparing a new financial plan that is needed to convince the San Diego City Council with the wisdom of reversing their earlier negative vote on a light rail transit system for "America's Finest City".

PSRMA, MTDB AND SAN DIEGO- PSRMA's proposal for a railroad museum at Campo, featuring steam powered excursion trains on the S.D.& A.E. Railway combined with MTDB's freight and transit operations, is still a very good idea. Every effort should be made to generate continued MTDB interest and co-operation for PSRMA's use of the S.D.& A.E. right-of-way. There are many compelling reasons for the potential success of combined museum, freight and transit operations, some of which are: 1. Expansion and population growth will mean further development of residential and industrial areas along the railroad. This means more business in transit and freight movements and expanded museum rail service. 2. Future developments in Baja California will dictate continued and expanded need for rail service, including the possibility of new railroad construction to serve other Baja areas such as the port of Ensenada. 3. In the 1980's San Diego will need more than just the Santa Fe rail connection for freight business (unless they double track). Unfortunately, the S.P. foolishly let the S.D.& A.E. go to pot, and after the big storm now wants to abandon it. The San Diego City Council should have these points fully explained so they will act in the best interest of the area. With sound planning and convincing arguments the S.D.& A.E. can live again and light rail transit will be born in San Diego.

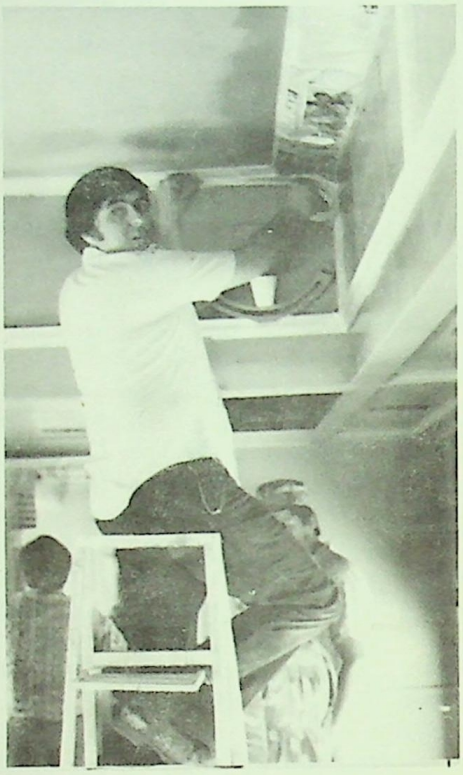


TRACKS ARE BACK!

RESTORATION NEWS

by Ken Helm

August was a very busy month indeed. The most satisfying news was that our Cafe-Observation #1509 had the interior paint job finished off in time for the Labor Day running of the "Miramar Chief". The weekend before and the two days preceeding the operation of #1509 were filled with feverish activity of painting, masking, polishing, window scraping and carpet shampooing. Russ Sargeant rebuilt a leaky water pump that hadn't been serviced since 1947. We even had to draft diesel mechanic Knud Antonsen for touch-up painting in the end, but all came out well. The dining room and the observation room are now finished in a light cream with blue accents and gold light fixtures, truly a stunning combination. All the furniture is once again in place and the car looks ready to roll on the "California Limited". An interesting side note is that the base cream color was chosen by Larry Rose by what looked "right" to him. As it happened, under some of the light fixtures the original 1926 paint was later found.....an exact match! All that remains now is a hallway and the kitchen to paint and the interior is finished.



Museum Gen. Mgr. masks the ceiling trim in #1509.

Even though #1509 got most of the attention last month, other equipment was not forsaken. Diesel #7485 continues to receive attention by Knud this month, having the entire fuel system flushed, no small job. This got rid of an incredible amount of dirt, rust and water. Our Army kitchen car is falling under the stern restoration eye of Good ol' Jack Linn. The interior has been cleaned up and he is continuing the window rebuild program. All the window frames have been rebuilt by a friend of Jack's using the old wood from the rebuilt #1509 windows, fine seasoned redwood. He now is reconditioning the window sashes, reglazing and reinstalling the rebuilt units. Norm Hill scrounged up the window glass to replace what had been broken by vandals several years ago. The car will then be scheduled for a sandblasting and repainting.

With #1509 essentially finished, most of the restoration crew is now moving onto our Shay locomotive. This project has been on the middle burner for awhile, but with a major push it could be painted by the next issue of the REPORT. The interior of the cab is just about ready for paint as is the loco itself. John Ashman is making new cylinder covers from scrounged stainless steel sheet stock. Welder Dick Mc Intyre has returned from vacation and has already spent one Saturday inside the tender replacing slosh plates. When his work is done the tender will be painted then it is on to boiler certification and the lighting of the ceremonial flame and the raising of King Steam!

All who were out for the rides on Labor Day enjoyed seeing and <u>riding</u> our equipment. It is the holy mission of our museum to see equipment operate, and not sit in static display. It takes lots of help to make things roll so come on out one Saturday and join in. Its lots more fun than you think! The crew this month: Good ol' Jack Linn, Ken Helm, Larry Rose, Jim Lundquist, Ron Milot, Knud Antonsen, Norm Hill, Tom Collins, Bob Martin, Russ Sargeant, Dennis Massey, "Nick" Nichols, John Ashman and John "Ace" Schmeling.

<u>OCTOBER GENERAL MEETING TO FEATURE AFRICAN STEAM</u>

PSRMA's globe trotting steam chaser Dan Marnell has recently returned from a month of hunting the iron horse in South Africa. The safari netted Dan, an ace photographer, hundreds of slides of steam locomotives in daily service on the dark continent and he's going to show us the best of them October 27th at 7:30 pm in the La Sala Room, Balboa Park. If you remember Dan's slides of his Guatamala steam hunt last year you know you don't want to miss this meeting!

SANTA FE NEWS

by John Schmeling

It seems San Diego has been visited recently by Norfolk and Western in the form of power pooling. Santa Fe has leased fifty N.& W. units to help beat the power shortage they are experiencing and the units are really making tracks on the system. Most common between Barstow and San Bernardino, the units are also used heavily between Bakersfield and Barstow. Several of the units have ventured as far as San Diego.

Recently, I found an SD-45 (#1788) and a GP-18 (#945) in the Crosby Street Yards. It has also been reported to me by Scott Rhodes, a railfan friend, that on September 2, 1978, he found a GP-9 (#645) and two SD-40-2's (#6100 and #6156) all on the same train. The GP-35 and the two SD-40-2's were low nose and the SD-45, GP-18, and GP-9 were high nose. All units were painted in the old black N.& W. paint scheme. By the time you read my article the units will have expired their lease, and unless renewed by Santa Fe and N.& W., they will be heading for home.

If you want to see them, Cajon Pass is the best place. Recently, on August 26-27, I spent my time in Cajon Pass and found twenty one Norfolk and Western units. So hurry up if you want to see this rare occurrance, and good hunting!

HATS IN THE RING ! CAMPAIGN '78

CANDIDATE FOR DIRECTOR KNUD ANTONSEN

Objectives:

To the best of my abilities to help promote and achieve the goals of PSRMA, to make available technical background and mechanical skills in the maintenance of PSRMA's rolling stock and to make available ten years of leadership experience in voluntary work in a non-profit organization.

Background:

I have a degree in Mechanical Engineering, majoring in Internal Combustion Engines. I am a graduate from a four and one half year's machinist apprentice program. I have eleven years experience in a wide range of diesel engine design, development and operation, and one and one half years as a maritime engineering officer. I have also had managerial training and have a broad background in organization, planning and budget preparation. I have ten years experience as an adult volunteer in Boy Scouts of America, San Diego County Council, with positions up to and including Council Activities Chairman. I trained for and earned the Woodbadge. I am a recipient of the Council Order of Merit, and have been an HO modeler and member of NMRA for many years.

CANDIDATE FOR TREASURER BRENDA M. BAILEY

To my fellow museum members:

I would like to take this opportunity to thank you for electing me as Treasurer last year. Although I am running unopposed this year, I would appreciate your vote. I have enjoyed working with the museum and the Board of Directors. This past year, I have helped with the planning of the membership drive, I have participated in the production of the first museum calendar, and as time permitted, I have put in a few hours cleaning up some of the equipment at Miramar. I would like to continue as Treasurer and a board member to share in the planning of future museum projects.

CANDIDATE FOR DIRECTOR H. L. "MICK" ACKELSON

I have been a member of PSRMA for two years, having been "hustled" in by Larry and Tanya Rose. Since then I have become a "true believer" in the association and would like to be more active in the administrative area. I am currently the Director of Purchasing and Stores and a seat on the B.O.D. would be a help in keeping on top of things. I sincerely solicit your votes.

Membership News

by Tanya Rose

This has been an interesting month for me. The scoreboard has changed almost daily with each new addition to our ranks. Larry Rose signed up the Westside & Cherry Valley Ry. and Dennis Massey went from 4 to 11 points with his Labor Day drumbeating. Boy, was I impressed! For example, he plucked $10 from one hapless fellow's hand and not only signed him up, but bagged the $6 change by selling him a T-shirt. Great going, Dennis! Here are our latest folks to figure out what a fun outfit PSRMA is!

REGULAR MEMBERS

Milo M. Altman
Jan T. Chandler
Ken Morrison
Westside & Cherry Valley Ry.

FAMILY MEMBERS

John, Marlene, Jeff & Joe Ashman
William A. D. & Delsia Brannock
J. R. & Margo Siegel
Walter L. & Arline H. Foster
Larry & Tacy Wickham

CONTRIBUTING MEMBERS

David Black
James Cattani
Andrea Hill
Arthur Martinez
Georgene Massey
George Parish
Douglas F. Shepherd

MEMBERSHIP CONTEST SCOREBOARD

CURRENT STANDINGS		POINTS	CURRENT STANDINGS		POINTS
# 1	John D. Corder	26	# 13-18	Jo Pressnall	3
# 2	Tanya Rose	21	# 13-18	Norma Luscomb	3
# 3	Robert Martin	19	# 13-18	Edwin B. Smith	3
# 4	H. C. Kerr	15	# 13-18	David Mason	3
# 5	Larry L. Rose	13	# 13-18	Brenda M. Bailey	3
# 6	Dennis Massey	11	# 13-18	Patricia Stanley	3
# 7	Al Barnier	8	# 19	Russell Sargeant	2
# 8	Dick Pennick	7	# 20-24	Sarah Cooley	1
# 9	Jim Lundquist	6	# 20-24	"Nick" Nichols	1
# 10	George Geyer	5	# 20-24	Norman R. Hill	1
# 11-12	Walt Clary	4	# 20-24	Walt Foster	1
# 11-12	Linda Di Giorgio	4	# 20-24	John Ashman	1

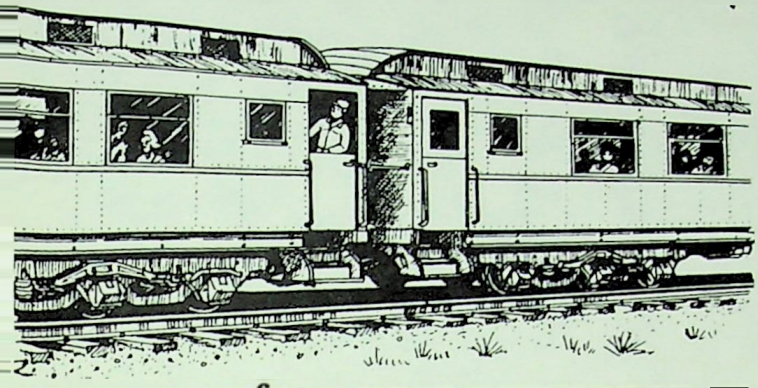
RAILFAN PATROL NEWS

by Ed Smith

Its no wonder that the members of the Railfan Patrol are walking around with swelled heads; our idea is catching on nation-wide. Several railroad hobby magazines have had articles about the patrol, including TRAINS and RAILROAD MAGAZINE. I have also received letters from railfans from all over the U.S. requesting information on vandal suppression procedures and on how to start a Railfan Patrol in their area.

I'm pleased to welcome the following members to the Railfan Patrol: Bob Martin, Doug and Geoffrey Shepherd and Dennis Massey. Geoff was a member for less than two weeks when he spotted a result of vandalism. He was riding the bus through Vista on his way to San Diego, when he saw that someone had broken into the Vista railroad station. When he got into San Diego, he went down to the Santa Fe Special Agent's Office to report the break-in. Both the Railfan Patrol and the special agents commend Geoff for reporting this incident.

Help save an endangered species, the Railroad Trainman! Join the PSRMA Railfan Patrol! For information on our next scheduled meeting contact me, Ed Smith, at: P.O. Box 2141, El Cajon, CA 92021 or call me at 449-0968.



VIEW from the VESTIBULE

By Jim Lundquist

MTDB

Remember the plan to run fast, frequent, smog-free light rail vehicles from San Diego to the border, while tying in good bus service? Well, it is still far from being dead. Keep in mind that this regional transportation plan was approved by the cities of El Cajon, La Mesa, Lemon Grove, National City, Chula Vista and Imperial Beach and the County of San Diego, while only one vote in the council of the City of San Diego has stopped it, costing us over $10,000 each day for the delay. The financial plan called for by the City of San Diego has been completed which provides for an expanded bus service with no property taxes. Also, negotiations with the S.P. for the selling price of the S.D. & A.E. are drawing to a close, but no public announcement of the price is expected. The financial plan by MTDB calls for the reducing of transit costs and expanded service. The city's own San Diego Transit plan calls for higher costs, higher fares, and reduced service. The city is running out of options. The financial plan was helped recently when the State of California agreed to advance future gas tax monies to MTDB to buy the S.D.& A.E. It is interesting to note that the figures from the American Public Transit Association has shown ridership to be on the increase, up 4.7% (30 million) in the past eleven months. Now, more than ever, we need public transit!

CALTRANS

The overnight train from San Diego to Sacramento, still the number one priority of Caltrans, continues to be held up by the Espee. Arbitration will start soon, after a three member panel is picked. Also, the monies for improving the "San Diegan" schedule by 20 minutes are available, and nobody knows why there is a delay in the program. Perhaps a letter or two to Caltrans can get the program rolling.

AMTRAK

The Rail Pass prices have dropped after the Summer season. A fourteen day pass now costs $169, twenty one days costs $219 and a thirty day pass costs $259. Family rates are also available on the passes. As reported here before, the "El Camino" is now an Amfleet train, with the older equipment presently being stored at the Los Angeles Union Terminal.

QUOTE OF THE MONTH

From the Congressional Quarterly-Weekly Report dated August 26, 1978, comes the quote of the month. A Kennedy-Weicker amendment to terminate the Highway Trust Fund, voted down by the U.S. Senate 10-75, had a positive vote by Alan Cranston from California. The quote, from Kennedy, was: "Purely and simply today, the trust fund concept is insane, it is illogical and it is a payoff to the lobbying groups. It certainly cannot be explained in terms of supplying a logical transportation system to the United States of America." AMEN!

REPORT

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EDITOR - Larry L. Rose
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:

H. C. Kerr, Jr. - President
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.

MORE RED CAR ITEMS DONATED

Walt Clary has donated another trunkfull of his father's Pacific Electric Railway memorabilia, and what an incredible treasure trove it is! Included are timetables from the thirties, old tickets from several lines, standard forms of all kinds and a mint copy of P.E. official rules and regulations from the early days. Also included were several motorman's manuals covering the operation of Class 100, 200, 400, 500, 800, and 900 cars dated 1922 and 1928.

One of the most interesting items in the trunk is a mint copy of a union agreement between the P.E. Railway and the General Grievance Committee of the Brotherhood of Railroad Trainmen, effective January 1, 1942.

Several special publications of note are also included. One of these is a notice of a special Sunday pass that could be purchased to ride all day on the Santa Ana line for a dollar in 1931. You can also ride all over the BART system in San Francisco today for the same amount as long as you get off where you got on. Obviously, people have been riding railroads just for the fun of it since the days of strap rail and horse drawn cars.

If you remember, the first batch of P.E. items the association received from Walt Clary last year contained a letter of reprimand from the Superintendant bawling out Walt's dad for not announcing all the station stops in 1926. The latest cache contains a letter of commendation for a year's perfect record signed by the General Manager himself dated November 25, 1931. It seems Walt's dad was a first-class motorman after all, and a credit to the P.E. Railway Company! PSRMA is greatful to Walt for donating the complete story of a great railway career on the world's largest electric interurban railway system.

(L. R.)

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