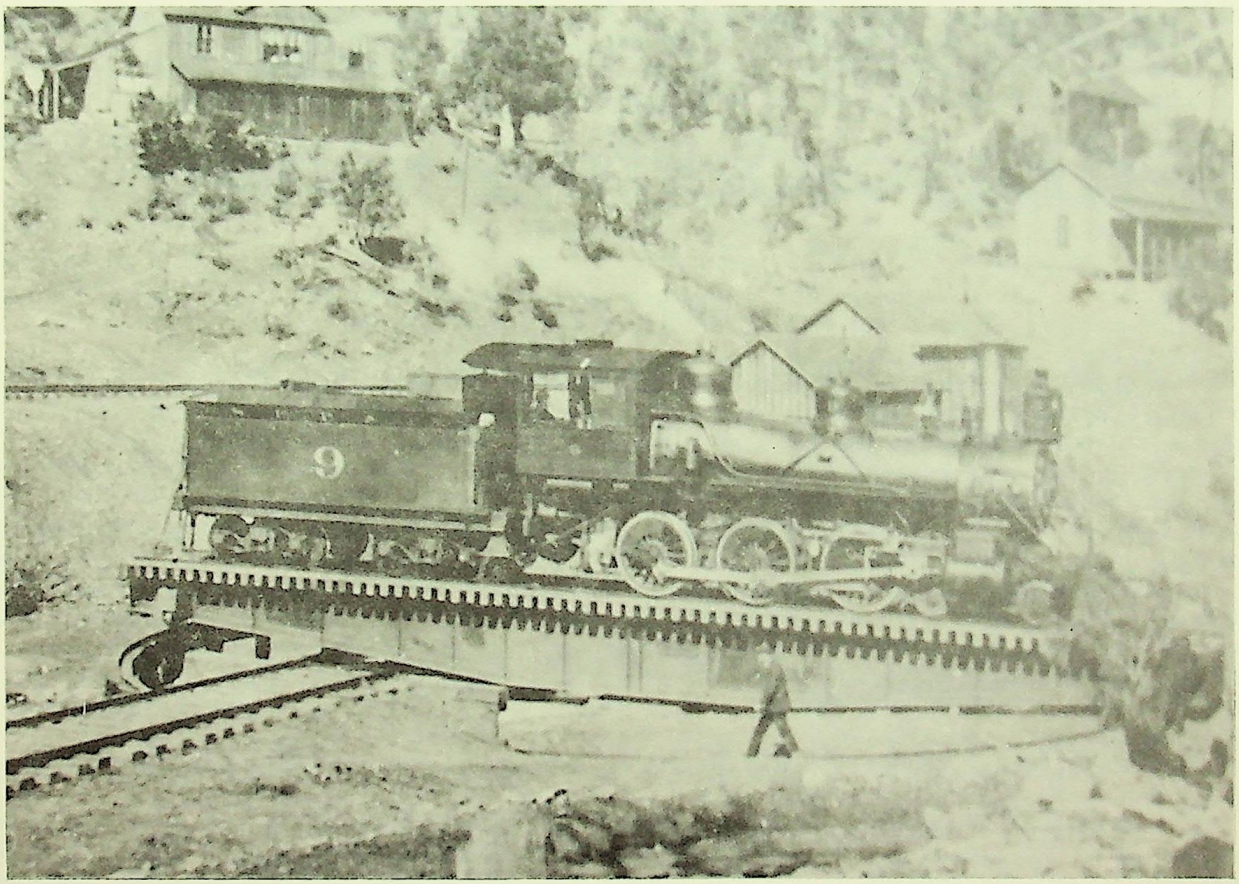
PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOC. INC.

Oct. '78 **REPORT** No. 151

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



GROWING UP WITH NO. 9

Mildred Woody's Locomotive

How would you like to have a steam locomotive in your backyard? Every railfan's dream was a reality in the early childhood of Mildred Woody, an esteemed member of PSRMA. Mildred grew up in the little frame house shown in this rare photograph directly behind old Number Nine. Mildred's dad, John Johnston, took this picture about 1909 in the little mining town of Poland, Arizona in the Bradshaw Mountains southeast of Prescott. The turntable marked the end of the Poland branch of the Santa Fe Prescott and Phoenix Railway.

The Big Bug Mine was the excuse for the town and a tri-weekly mixed train that was usually pulled by Number Nine, a 4-6-0 built by Brooks in 1895. The little teakettle was originally a coal burner but was converted to oil about 1901 the same year the S.F.P. & P. was purchased by the A.T.& S.F. The engine ended its life as Number 2429 on the Santa Fe and was scrapped in 1922 at San Bernardino.

Mildred used to ride in the cab of Number Nine as it switched the team track and the mine in Poland. The engineer, E. C. Lamb, had a son Elmer, who also became an engineer in Arizona. Mildred, amazingly, met Elmer some forty-five years later at a grade crossing in Arizona but was too surprised to ask the son of her childhood friend for a ride in the cab of his diesel locomotive.

At the time of this encounter in the 1950's, Mildred and her husband Ben, now San Diego residents, were looking for her old home town that she had left in 1910. With the help of some local people she finally found what was left of Poland. Nothing remained but the concrete base of the turntable and the huge mine dump. It seems the town and the railroad had vanished by 1920 leaving not so much as a single stick of the wooden mine buildings.

Mildred's dad was a supervisor at the Big Bug Mine and was an excellent photographer. PSRMA is grateful to Mildred for sharing her father's photo legacy with the association. An outstanding photo of Number Nine is included in PSRMA's 1979 Pacific Southwest Railroad Calendar that should be available at the October 27th general meeting. Watch for more of Mildred Woody's seventy year old historic railroad photos in future issues of REPORT.

(L.R.)

RESTORATION NEWS

by Ken Helm

The recent hot weather failed to halt the restoration work but it did throw things into slow motion. Breaks for cold grog occurred frequently, but the crew managed to get a lot done.

Car #1509 continued to get some interior detailing. Ron Milot stripped all of the air conditioning grilles and they have all been reinstalled after painting by "Nick" Nichols. Several leaks in the maze of kitchen plumbing were discovered and fixed.

Most of the crew have been working on the Shay. Ken Helm removed the blow-down valve for rebuilding with Dick Mc Intyre helping out with the cutting torch on some rusted bolts. All valves will be inspected and rebuilt or replaced as required over the next few weeks. Dick also replaced some more slosh plates inside the tender even though it was like an oven in there. John Ashman has replaced the asbestos lagging on one of the locomotive's three cylinders and cut out a new aluminum jacket for it. Dave Landrum also got his restoration feet wet by scraping down some stubborn crud around the oil bunker. Norm Hill, Bob Martin, Dennis Massey, Russ Sargeant, Larry Rose, Jim Lundquist, Ron Milot, Peggy Secor and Tom Collins also worked on the Shay last month scraping down and prime painting the exterior.

Norm Hill worked by himself one Sunday on the old steamer and has not missed a Saturday in two months!

And what about Good Ol' Jack Linn? After taking some time off for a trip to Alaska, Jack has been rebuilding the window frames on our Army troop kitchen car. The frames are being built from the remains of the old frames from car #1509. Jack is milling down the old redwood frames and installing new glass that was scrounged by Norm Hill.

Knud Antonsen continues to listen to the innards of diesel #7485 with a stethescope trying to cure the slightest wheeze, tic or rattle. Bob Martin re-covered the seat in #7485 with new black naugahide.

The crew spent very little of the museum's precious funds on restoration this month. It is becoming common for regular restorers to furnish all needed materials for their individual projects. Bob Martin, Jack Linn, John Ashman, "Nick" Nichols, Dick McIntyre and Norm Hill being the leaders in this trend. Norm Hill has furnished over 50 bucks worth of paint stripper and Dick Mc Intyre has never turned in a bill for welding rod, steel, fuel for his welding rig or anything. As far as the PSRMA staff is concerned, these people are all heros and selecting this year's "Railfan of the Year" will be extremely difficult!

Membership News

by Tanya Rose

BN Hogger is 500th Member !

A PSRMA milestone was passed last month when a Burlington Northern locomotive engineer became member number 500 and his wife member 501. Richard and Madelyn Walter of Lincoln, Nebraska, were recruited by (who else) J. D. Corder, himself a BN engineman and the leader of our membership contest. Mr. Walter has been holding down a right-hand seat job on the railroad for twenty-five years. He also has eight grandchildren, four of them boys who are all interested in "grandpa's train"!

Speaking of grandpas, our General Manager's grandaddy, J. E. Mc Leod, a member of PSRMA, was in San Diego last month all the way from Washington, Kansas, only 100 miles south of Lincoln, Nebraska. Of course, grandpa "Mac" got a special tour of PSRMA's railroad hardware including a turn at the throttle of Number 7485. Eighty seven years is a long time to wait for your first hands-on railroad experience, but Mr. Mc Leod made the most of it and had a great time.

Here are the latest standings in the membership contest. All of the chasers had better get moving if they want to catch J. D. Corder, the "Wizard of the Rails" from Mc Cook, Nebraska. Only two months left!

REGULAR MEMBERS

Frank D. Andrews
Marvin Barker
Stephen E. Drew (upgrade)
James B. Hamilton
John Hunter
Allen S. Johnson (upgrade)
Susan D. Mc Daniel
James R. Morris
Kent Morrison
Joseph J. Silva
John Northmore (upgrade)
Janice Sanders (upgrade)
Lawrence Shipley (upgrade)
John T. Tilton (upgrade)
F. E. Wallace (upgrade)

CONTRIBUTING MEMBERS

Amy Ashman
Randy Van Nette

FAMILY MEMBERS

Mr. & Mrs. Lyle C. Caywood
Keith F. & Evelyn L. Crouse
B. Wells, Martha E. & Jane E. Gorman
William J. & Irma F. Harding
Allan M., Gerry, Anthony & Angela Hodge
Berle & Kathi Maxey
Fred & Leslye Moffett
J. Arthur & Vicenta Paget
The Stuart Resor Family
William C. & Shirley B. Simpson
Maureen, Bob, Brian & Jenny Wile
Donald & Jane Williams

MEMBERSHIP CONTEST SCOREBOARD

CURRENT STANDINGS		POINTS	CURRENT STANDINGS		POINTS
# 1	John D. Corder	42	# 11-12	Jim Lundquist	6
# 2	Tanya Rose	38	# 13-15	Walter B. Clary	4
# 3	Robert Martin	25	# 13-15	John Engstrom	4
# 4	Larry Rose	23	# 13-15	Harry Christiansen	4
# 5-6	Dennis Massey	15	# 16-20	Jo Pressnall	3
# 5-6	H. C. Kerr	15	# 16-20	Pat Stanley	3
# 7	Linda Di Giorgio	12	# 16-20	Norma Luscomb	3
# 8	Dick Pennick	10	# 16-20	Brenda M. Bailey	3
# 9-10	George Geyer	8	# 16-20	Ed Smith	3
# 9-10	Al Barnier	8	# 16-20	David Mason	3
# 11-12	Brad Bauman	6	# 21	Russ Sargeant	2

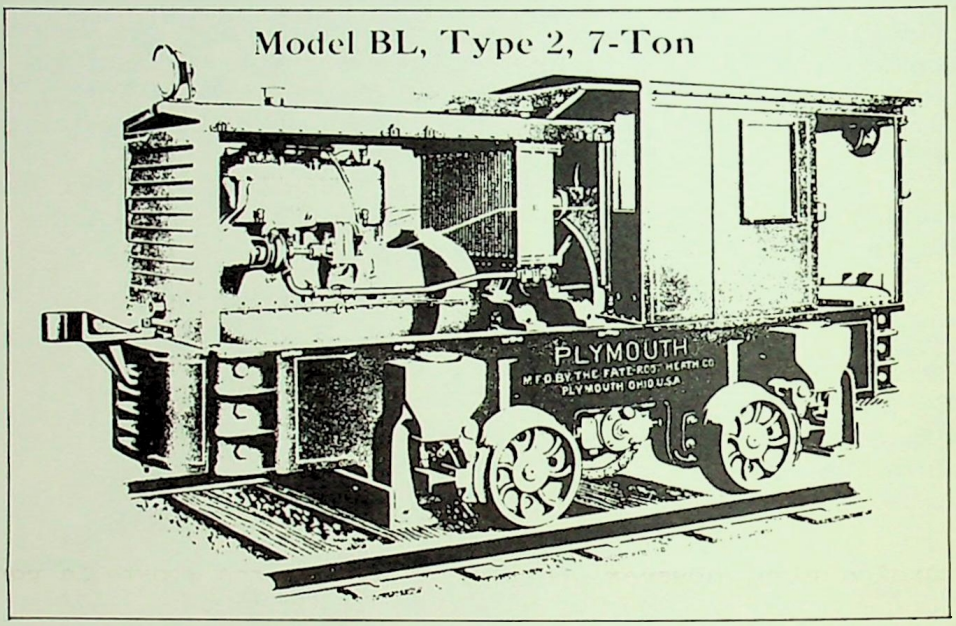
Sarah Cooley, Norm Hill, Walt Foster, and John Ashman all have one point. Those members who upgraded from Contributing to Regular status since the beginning of the contest, though not listed, are counted as contestants in our membership drive. GOOD LUCK!

Industrial Railways of San Diego County

by P. Allen Copeland

PART NINE---H.E. FENTON MATERIAL COMPANY

Murray Canyon, located near the present intersection of Friars Road and Highway 163 at the northern edge of Mission Valley, was discovered to have a plentiful supply of rock and aggregate used in the composition of cement. With the enlargement of demand for rock and cement products after World War One, ways were explored to exploit this resource. The Fenton-Parker Material Company, a partnership, was organized after World War One, and an aggregate crusher was built at the point where Murray Canyon opens into Mission Valley. To service the plant, a three foot gauge railway was laid back into the aggregate face. A fleet of small dump cars were pulled by horses. The limited speed and hauling capacity of the horses soon led to the company obtaining a seven-ton Plymouth locomotive in July, 1921, obtained used from the Canadian Government. Another "dinky", this time a new one, was obtained to supplement the first in 1924.

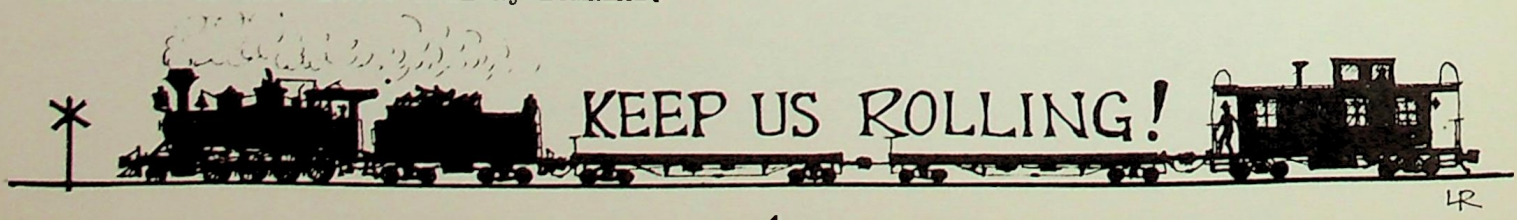


No photos are known to the staff of the REPORT of the narrow gauge railway of the Fenton Material Co. This photo, copied from a Plymouth catalog, shows a Plymouth Model BL seven-ton dinky similar to the two owned by Fenton. The locomotive pictured, however, is standard gauge; the Fenton machines would have the wheels inside the frame.

A separate company, the Murray Canyon Rock & Gravel Company, was organized in 1924 to also dig for aggregate in the same general area. This firm purchased a new Plymouth locomotive and also built a three foot railroad to haul new materials. Some financial difficulty ensued and the operation was purchased by Fenton-Parker, which then re-organized as the H. G. Fenton Material Co. in 1925. A fourth locomotive was obtained in 1925, purchased from a bankrupt rock quarry in Los Angeles.

An expansion of the quarry took place after this re-organization. To reach a part of the property previously untapped, a 250-foot tunnel was built for the little railway and track was built into the northeast section of the canyon. Gradually, the hill surrounding the tunnel was dug away, until only the tunnel facing remained, but that was left in place until well after the railway itself was dismantled.

The railway operated in this form until the end of World War Two, when some form of modernization became mandatory. Rather than purchase new rail equipment, it was decided to convert to truck haulage which was done by the end of 1946 and the rail equipment was junked. The Fenton Company still extracts aggregate for their cement plant at the same location, although the crusher has been moved further back into the quarry proper, and no trace of the little railway remains.



Roster of Locomotives:

H. G. Fenton Material Company, San Diego, California
3'0" Gauge

?	4wh Gas	14000	Plymouth	#1063	3/21	Model BL, Type 2

Acquired 7/26/21 from Canadian Government, Department of Canals and Railways.

?	4wh Gas	14000	Plymouth	#1798	7/24	Model DL, Type 2

New.

?	4wh Gas	14000	Plymouth	#1669	3/24	Model DL, Type 2

Acquired 2/13/25 from Murray Canyon Rock & Gravel Company.

?	4wh Gas	14000	Plymouth	#1324	10/22	Model BL, Type 2

Acquired 2/13/25 from Clark Rock & Gravel Company, Los Angeles, California; ex-Carter Brothers, Los Angeles, California; originally Orange County Rock & Gravel Company, Orange, California

VIEW from the VESTIBULE

By Jim Lundquist

MTDB

The long-range financial plan has now been developed and was presented to San Diegans October 9th by General Manager Bob Nelson. The plan calls for expanding public transit with both light rail and buses through 1995 without added taxes. The expansion plan, however, only keeps up with the growth in population, but would be a great improvement over the present San Diego Transit plans of running fewer buses with higher fares (actually, just slowly going out of business).

The plan proposes that by using either of two options: reduce wages of bus drivers, or contracting with another operator for bus service, or both along with the light rail system, San Diegans would be guaranteed mass transit in the future. Additional service can be funded if desired through additional sales taxes, and may well be needed in the face of future oil embargoes.

The financial plan is endorsed by San Diego Transit's Chairman Marc Sandstrom and General Manager Tom Prior along with Mayor Pete Wilson. The plan was expected to be adopted by the Metropolitan Transit Development Board of Directors at a mid-October meeting. It will then be presented to the City Council of San Diego. Hopefully, the council will see the vast improvements all San Diego will gain through the light rail proposal in transportation, urban renewal, jobs, Horton Plaza development, downtown convention center, Santa Fe Depot and much more, and vote to accept the light rail proposal.

AMTRAK

The news this month was the strike by my former union, the Brotherhood of Railway, Airline and Steamship Clerks (BRAC), against the Norfolk and Western which spread to the Santa Fe and other railroads. The picket lines were honored by other brotherhoods and all trains in and out of San Diego were stopped, including Amtrak. After four days of the nation-wide shutdown, President Carter used his power to see that a sixty day cooling off period was observed by the two parties. It seems the Norfolk and Western is trying to become more automated to reduce the amount of costly labor in their operations, but the union wants job protection for its employees. An interesting twist is the employees are striking against themselves, as the Norfolk and Western is employee owned.

A derailment of the lead locomotive of a "San Diegan" occurred this past month just as the train was coming to a stop at the San Diego Depot. The unit can still be seen powering "San Diegans" with its pilot bent.

(continued on page 7)

Railfan Patrol News

by Larry Rose

The Sunday October 8th edition of the Los Angeles Times had a large feature spread on PSRMA's rail vandal catchers including a picture of patrol director Ed Smith and interviews with Santa Fe special agents.

The article spurred several calls to the association and was directly responsible for the recruiting of Encinitas architect Stuart Resor and his family. A local newspaper and one TV station also called after having been scooped, as usual, by the Times. We had approached the local media earlier about doing an article on the patrol but apparently they don't believe anything unless they read about it in an out-of-town publication.

The Times article was extremely well written and accurate....almost like we did it ourselves! We just hope a few vandal types saw the piece and know that lightning can strike them if they ever mess with "our" railroad.

A meeting of the Railfan Patrol was held October 8th at Jim Lundquist's house with ten members in attendance. New member Jim Morris came down all the way from Corona to pick up his patrol "kit" that Ed has prepared. Ed also showed slides as part of an identification drill designed to help members give more accurate descriptions of suspects etc. to railroad police. Ed also had slides from his recent trip into Burlington Northern country in the Northwest. One slide showed a boy on a bicycle riding down the middle of the tracks only minutes before being crushed by a BN freight train. Ed had warned the boy of the danger but got only a profane jeer for his efforts. The kid even ignored the sound of a five-chime air horn and a train in full emergency screeching toward him from the rear. Ed had the good taste not to photograph the mess on the pilot when the train finally slid to a stop. Because Ed's photograph clearly showed the boy on the tracks, the BN was saved from a lawsuit of a million dollars by his parents, who just couldn't believe their son would do anything so dumb.

Honor Roll

TERRY E. DURKIN---donated a like-new four light bull's eye lubricator that just happens to be a perfect fit in the cab of our Shay locomotive. Terry is a locomotive engineer for the Santa Fe in San Diego, and is a charter member and past president of PSRMA.

BILL VANA---twice saved the La Mesa Depot from fire last month. Bill, who lives across the street from the 1894 train station, ran off some young punks who had hauled some old furniture on to the depot's front porch and set it on fire. Bill extinguised both the furniture fire and an earlier blaze that vandals had started in nearby weeds.

The only thing that is now keeping the depot from being moved to La Mesa is finding a house moving outfit to do the job. All of the movers contacted by PSRMA say they have such a heavy work load they can't do the job for at least a month. We hope Bill can keep the creeps out of it for just a little while longer 'till we can get the old building safely back home where it belongs.

DAVID F. MYRICK---sent us a substantial cash donation for use on equipment restoration. Mr. Myrick is a noted western historian and rail buff and is the author of "Railroads of Arizona" and the well known two-volume "Railroads of Nevada and Eastern California".

OCTOBER GENERAL MEETING TO FEATURE AFRICAN STEAM

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!

RAIL LEGISLATION NEWS

President Carter has signed into law the 1979 Amtrak budget which calls for $755 million in funding for Amtrak and directs the final report from the Department of Transportation's study of Amtrak to be submitted before December 31, 1978.

The House of Representatives passed legislation authorizing $60.9 billion over the next four years for highway ($44 billion), mass transit ($4.1 billion) and other surface transportation projects ($12.8 billion). The measure passed 367--28 and will go back to the Senate for their passage as the Senate approved a smaller package. President Carter would like the measure about $15 billion smaller. It is interesting to note that the highways are still outspending mass transit by a margin of 10 to 1, even in the face of an energy crisis, air pollution, etc.

On the state level, California legislators have been busy also. Signed into law by Governor Brown was SB 1894 which calls for $1.65 million to be spent to upgrade the Santa Fe tracks and related equipment such as grade crossings, to permit higher passenger train speeds in the Los Angeles-San Diego corridor. The bill's author, San Diego's own Senator Jim Mills, wrote me and explained that funds have not been committed. A profile has been prepared by Caltrans and submitted to the AT&SF to determine the extent of improvements required. A date has not been set for the improvements to take place and reduction of the current 2 hour and 35 minute schedule by 20 minutes.

Also signed into law was AB 2844 which requires the Public Utilities Commission (PUC) approval of all speed restrictions for trains. Mills writes "Efforts are being made to lift speed restrictions imposed by the City of San Clemente and the PUC. Caltrans has filed with the PUC to remove the PUC's present 65 m.p.h. restriction in Los Angeles County and to shorten the distance where the city's 40 m.p.h. restriction is effective in San Clemente. Lifting of these restrictions could result in approximately eight minutes of saved running time. I am hopeful for a favorable decision on this matter from the PUC in the near future."

Another bill signed into law introduced by Senator Mills is SB 1440. This authorizes Caltrans to contract with railroads to provide both inter-city and commuter rail service, acquire and improve terminals for passengers, and negotiate inter-city or feeder bus service. It also makes Caltrans the only public agency available for funds for these services.

One last law that Jim Mills introduced, has been signed into law, and calls for public mass transit to be considered along with the other factors in state-supported low-income and moderate-income housing programs.

Exhibit Staffers

by Tanya Rose

Staffing has been a little thin these past two months with some people doing more than their share to keep Victoria open. Ward Fagan hosted by himself for the first time ever. Ed Smith poked his head into the door one day to inquire how things were going and was pressed into service. He had just staffed the weekend before! Jim Bradley will be leaving shortly for a month long trip to Australia. We'll be missing you, Jim. Hurry back! Jo Pressnall walked over the Coronado Bridge with the Heart Fund Marathon runners on October 14th and opened the "Vic" for them. She says they thoroughly enjoyed going through, which made opening our Embarcadero exhibit well worth while as far as she was concerned. Good for you, Jo! Here are our hosts for September and October:

Harry Hurry	Ed (Double-Ace) Smith	Jim Bradley
Frank (Faithful) Kearney	Ward Fagan	Bob Martin
Tanya Rose	Ron Zeiss	Jo Pressnall

C'mon, gang! Give Jo a ring (collect, if necessary) at 435-5022 and give us a hand at staffing. I, personally, have bagged at least one new member each time I've hosted.... this is a <u>great</u> way to earn points in the membership contest!

REPORT

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

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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:

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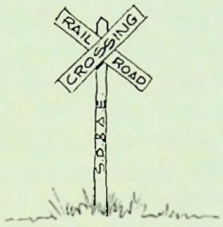
Jack Linn - - - - - - - - - - Director

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.

U.S. trains move:

36% of the nation's intercity freight
65% of all coal
80% of new autos and auto parts
54% of iron, steel and other primary metals
77% of lumber and wood used in the U.S.
52% of chemicals
46% of meat and dairy products
41% of furniture shipments
68% of household-appliance shipments
63% of wheat and other food grain

In addition, railroads carry an average of 4,981,000 commuter passengers each week.



Safety for Travelers— How Carriers Compare

Deaths Per 1 Billion Passenger Miles in the U.S. in 1977

Personal and corporate aircraft	160.0*
Autos and taxis	13.3
Buses	1.3
U.S. commercial airlines	.4
Passenger trains	.1

Note: A passenger mile is 1 mile of travel by one person.
*Includes deaths of pilots and crew members, as well as passengers.
Source: National Transportation Safety Board, National Safety Council

NEXT TIME TAKE THE TRAIN!

Here are a couple of statistical charts recently published in U.S. News & World Report that show rails as the best way to ship and the safest way to travel when compared head on head with other modes of transport. The rail passenger safety record is especially encouraging considering the bad press railroads have gotten lately because of bad track, freight derailments, etc.

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