



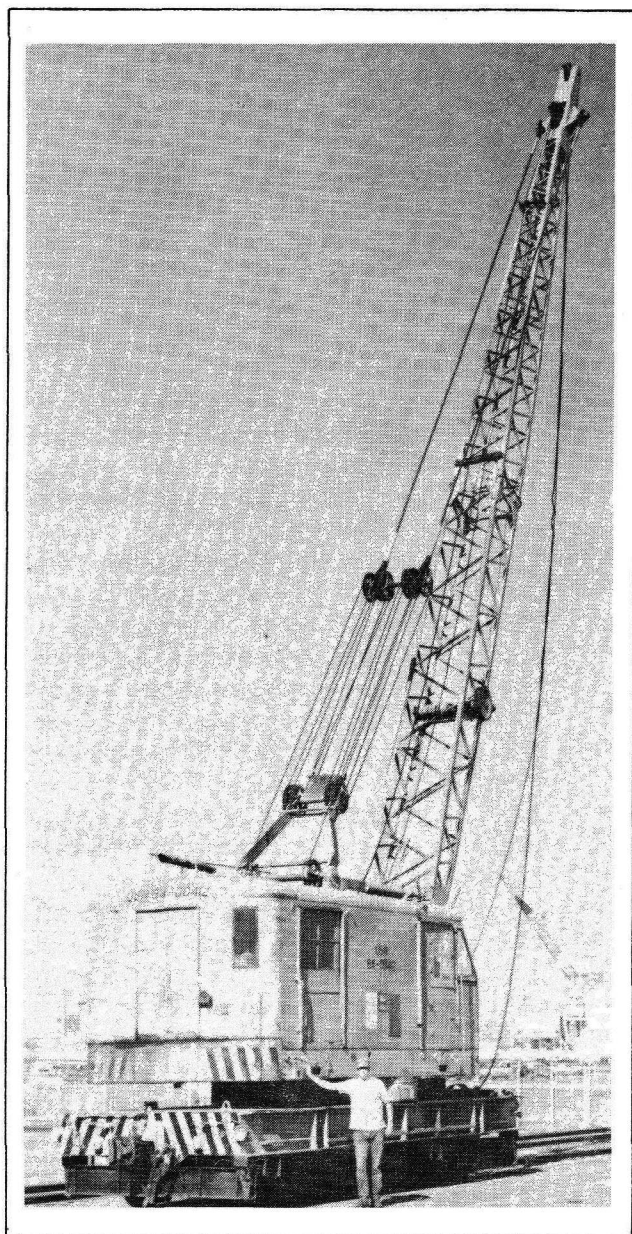
Feb.Mar.'80

REPORT

No. 164

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

25 TON CRANE DONATED!



P.S.R.M.A. has acquired a self-propelled 25 ton railroad crane that turned up right in our own back yard at the 32nd St. Navy Base. Member Bill Niedrich turned up this surplus rig and made all the necessary contacts to get it donated with only a small fee of \$300.00 to cover the government paperwork and ownership transfer. Built by American Crane Co. as a war baby for the Navy, the big rig with an 80 foot boom has been used around the Navy Base in San Diego for the last 14 years, most recently in the scrap yard.

The museum mechanical types, Ken Helm, John Ashman and Harry Hurry got the diesel powered machine fired up last month and ran it up and down a short spur on the 32nd St. Base and tested the boom swivel and hoists as well. Generally, the crane is in very good shape and only a few minor problems were noted. There is a broken tooth on the main rotation gear and the main lifting cable may have to be replaced due to excessive rust and wear.

The restoration crew is confident that the deficiencies encountered will be easily overcome and this prized tool will become a most useful part of our restoration effort.

Confirmation of the donation came from the California State Agency for Surplus Property the day after the annual dinner on February 2nd. The Navy authorized P.S.R.M.A. to move the crane at that time and two weeks later John Ashman and Harry Hurry lowered the 80 foot boom and moved the crane on its own power to the Santa Fe pickup point near the main gate.

Santa Fe picked up the crane without benefit of idler cars, moved it through the yard and set it out on the S.D. & A.E. transfer tracks near the foot of "K" Street, downtown.

On February 23rd, Harry Hurry, with John Ashman, Larry Rose and Ken Helm in attendance, moved the crane under its own power to a more secure siding next to the S.D. & A.E. Yard Office at 8th Avenue. P.S.R.M.A. has arranged to keep the crane in the S.D. & A.E. Yard for the immediate future. Crossing 5th Avenue was our first chance to use the air horn and warning bell on the crane as the big rig rumbled across the road proceeded by the 80 foot boom at full extension. Many thanks to S.D. & A.E. Superintendant Rick Cicel and the regular yard crew for providing the space and lining the switches for the move.

The Museum is ecstatic to have such an outstanding and extremely useful addition to our railway equipment roster. Bill Niedrich, the architect of this acquisition, is a classic example of how a new member can have a tremendous impact on our organization with a little hustle and some well-placed contacts. Bill and his wife Julia joined P.S.R.M.A. in September of last year. Thanks a lot, Bill, for jumping in with both feet!

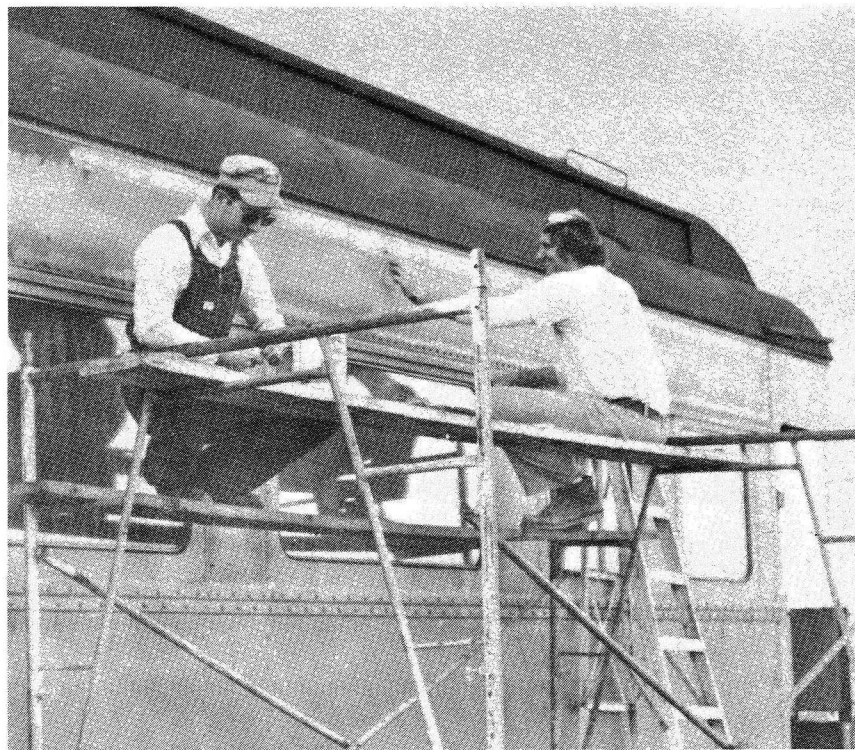
INDUSTRIAL ARCHEOLOGY

(Restoration News)

by Ken Helm

Work over the last month has been somewhat curtailed due to rain. When weather allowed, however, the following projects moved forward.

The ROBERT PEARY continues to shudder under the pounding, scraping and filling of Norm Hill, Bill Barbour, Bob Martin, Bill Attaway, Dave Coster, Harry Hurry, Dick McIntyre, David Black, and Rusty Lee. The north side of the car is completed and only about one third of the south side remains to be completed in the next few weeks. Then the primer coats and final color coats will be applied and we're back to traditional Pullman green, more fitting of such a fine railcar.



Norm Hill and Bob Martin surface and sand the letterboard of our 1926 Pullman business car so it can soon be dressed in its original dark green livery.

Also being completed are the brass plating of the rear hand rails and grabs and the steam boiler being serviced. John Baldwin is currently looking for a set of new batteries which will complete the car.

The Shay has undergone and successfully completed its final hydrostatic test. A few more cosmetics and epoxy coating the inside of the tender and a members' steam-up will not be far off.

Good Ol' Jack Linn has continued to tweak the kitchen car. All doors now work perfectly and final preparations are being made for interior and exterior paint.

Another work day was spent gathering up a donated speeder, safe, baggage cart, and some old trolley rail from Kettner Blvd.

Finally, I want to make the same old plea. The work crew, as dedicated as it is, is simply being overwhelmed. Remember, that in addition to all the regular jobs restoring rolling stock,

we have to highball on the La Mesa Depot project, so we really need more warm bodies! If you can come to Miramar once every month, or even two months, that one more painter, sander, hammer swinger or whatever means we're that much more ahead. Call John Ashman at 292-4295 for more information. See you at Miramar!

RECORD CROWD AT ANNUAL DINNER

Over 125 members and friends were on hand at the Hanalei Hotel February 2nd for P.S.R.M.A.'s number one social event. Special guest Chadwell O'Connor's steam railroad films were a great encore to those he presented at last year's bash. Big time steam railroading in Cajon Pass highlighted a program that also included footage of railroading in Nova Scotia, the S.P. Owens Valley narrow Gauge and the oldest steamer to operate in California.

Other special guests introduced by President Jim Lundquist were S.D.& A.E. operator Willis Kyle and his General Manager Flake Willis and their wives. M.T.D.B. was represented by Mr. and Mrs. Tom Larwin. Mr. Larwin is General Manager of San Diego's fledgling rail transit organization. Santa Fe was represented by District Supervisor Dean Bristow and his wife Nadine who is a #1509 staffer.

The preliminary proceedings featured the "Railfan Of The Year" award presented to Railfan Patrol Director Ed Smith by outgoing General Manager Larry Rose in recognition of outstanding service to P.S.R.M.A. in the last year. Past President Dick Pennick was presented a special "Golden Spike" award for his tremendous contribution to railway preservation and longtime service to P.S.R.M.A. Museum Secretary Eric Sanders presented this special plaque that has been awarded to only one other. State Senator James Mills, who sits on the Amtrak B.O.D. got the award two years ago for creating MTDB and igniting the rebirth of rail transit in Southern California.

The caboose fundraiser was also acknowledged with the presentation of the 100 Dollar Donor brass plaque and the nearly completed caboose silhouette with the names of all the friends of #1413 as of February 1, 1980. (There is still a little room left on both plaques for anyone that would still like to own "a piece of the shack". We are still about \$600.00 short of our goal.)

Special thanks to George Geyer for handling the dinner arrangements and conducting the drawing. Many quality prizes were donated for the drawing by Bill Kingston, owner of the Whistle Stop Model Railroad Shop in San Diego and John Engstrom, owner of Reed's Hobby Shop in La Mesa. To sum up: the food was good, the program was great and the company was outstanding! Be there next year!



Membership Director Tanya Rose holds the brass plaque and framed caboose drawing that will be placed in our caboose in honor of those folks that helped save it. The little hole in the middle of the caboose silhouette still needs a few names in it, and the brass plaque also has room for a few more donors.

THE IMPOSSIBLE RAILROAD

The S.D. & A.E. Story

by the late Richard V. Dodge
(reprinted from the "Dispatcher" June, 1956 edited by Eric Sanders)
--continued from last month--

John D. climbed onto a flat car and told briefly and modestly how he had accomplished the gigantic task. When the Southern Pacific reneged, he said, "Well, then let me do it, and from that moment on I did it and continued the building with such funds as I could spare from my business and such funds as my brother aided me with..." until the Southern Pacific was formed.

Then he jumped down, stripped off his coat and drove the final spike. It was a real gold one, costing \$286, and it was inscribed: "Spike driven, by John D. Spreckels, President." "Last spike driven, San Diego & Arizona Railway, in Carriso Gorge - November 15, 1919."

And John D. had accomplished the so-called "impossible." Mayor Wilde, in his comments, said: "You have often heard the remark that San Diego is a one-man town. Personally I feel proud to live in San Diego when it is referred to as a one-man town. ...This afternoon you can't give our great leader enough glory."

The first through trains from El Centro 146.4 miles to San Diego arrived at Union Station on the afternoon of December first, powered by Southern Pacific locomotives. Parades and banquets followed. John D. said: "This is the happiest day of my life." The first freight train left San Diego that night with 20 cars.

Through Pullman service to Chicago was inaugurated on the 10th. The trains, displaying numbers 4 and 3, operated to and from Yuma over the Inter-California Railway but the crews were changed at Calexico. The through cars were switched to the Southern Pacific's Golden State at Yuma.

Second trains were added in January 1920 as the "Imperial Valley Local," numbers 6 and 7. They operated to and from Calexico. These were replaced by "mixed" trains numbers 51 and 52 in April. In November, these carried a Pullman, making connections with Sunset Limited, #101 and 102.

A Baldwin ten wheeled locomotive, built in 1906 and formerly operated on the Bullfrog and Goldfield Railway, was purchased in 1919. It was fitted with a new boiler by the Southern Pacific and was assigned number 20. In 1920 four more ten wheelers were purchased second hand, all having been built by Baldwin in 1907. These had been Las Vegas & Tonopah Railway's numbers 7, 9, 10, and 11 and were renumbered 24 to 27 inclusive.

In 1921, four consolidation type locomotives were obtained from the Southern Pacific; numbers 2523, Baldwin 1907; 2720, Baldwin 1904; 2843 and 2844, built by Southern Pacific at Los Angeles in 1917 and 1918. These were renumbered 103 to 106 respectively. Also Southern Pacific 0-6-0 type switch engine #1046 was acquired and was assigned second #2.

The Mexican Division was changed to a separate corporate entity with the name Tijuana & Tecate Railway.

But Mother Nature still protested against a railroad through the Gorge. An avalanche of rock and earth slid down over the west end of Tunnel #7 on May 10, 1920. Inspections revealed more incipient slide formations and it was necessary to break down practically the entire side of the mountain. Trains were tied up for many weeks. The estimated cost was over a quarter of a million dollars.

In 1922, a new emblem, depicting a scene in the Gorge and lettered "San Diego Short Line," was adopted.

Trains numbers 101 and 102 were added in November, operating through sleepers via Niland on the Sunset Limited to New Orleans. These were dropped in November 1926.

Private Car #050 had been assigned for the use of President Spreckels and had been named "Carriso Gorge." This car was used by A.T. Mercier, new President and General Manager, accompanied by A.D. Hagaman, General Freight and Passenger Agent, for a trip to New Orleans and the east in 1923. Motion pictures of San Diego, Coronado and the Gorge were shown in the car "to sell the San Diego & Arizona to railroad men." "Border Line Excursions" were operated in that year, fare \$4.68 for the round trip.

Engine #104 and private car "Carriso Gorge" were featured in a moving picture location in the Gorge in 1923. Elmer Hall, engineer, ran #104 on this assignment, which, at times, became a little too realistic.

With increased competition by automobile and buses, passenger service to La Mesa and Lakeside was curtailed and the gasoline motors began making five scheduled runs to Tia Juana, using Union Station for three of them.

Engine number 11 was scrapped in 1925.

Then came the sad news in 1926. John D. Spreckels passed on on June 7th. All San Diego mourned the loss of this "big, simple, great man."

Flash floods in December caused serious washouts west of Coyote Wells and on the Southern Pacific between El Centro and Niland. Normal service was restored in 30 days. More storm damage took place between San Diego and Garcia in February 1927.

Motor service to La Mesa and Lakeside was discontinued in 1928. However, the development of Tijuana Hot Springs into the elaborate resort of Agua Caliente, the "Deauville of the Americas," including a new race track, resulted in the operation of two to six schedules to Agua Caliente with steam trains in addition from 1928 to the end of Prohibition in the United States.

A series of disasters struck the road in 1932.

First, a fire, possibly of incendiary origin, broke out in Tunnel 3 in Baja California in January. The portals were barricaded and sealed and the fire burned for four days. The roof caved in. The railroad was tied up for 45 days, causing a reported loss of \$157,000.

Scarcely had service been resumed when a huge mountain slide, loosened by heavy rains, blocked the line in the vicinity of Tunnel #15 on March 27th. After an engineering study had been made and plans prepared for a change in alignment, about one-half mile new roadbed was constructed, including the building of a high wooden bridge on a 15 degree curve and tunnel changes. Freight and passenger services were re-established and July 6th and 7th and the cost ran up to \$317,000.

Finally, on October 22, Tunnel #7 burned and it was decided to abandon it. A bypass was built around the cliff requiring seven 20 degree curves in 1,150 feet. Trains began running on January 23, 1933.

By this time the heirs to the J.D. and A.B. Spreckels estate had had enough and sold their interests to the Southern Pacific. As a result, the San Diego & Arizona Eastern Railway Company was incorporated effective February 1, 1933, as a wholly owned, separately operated subsidiary of the Southern Pacific. The motive power was relettered but the old numbers were retained.

Operation of the three gasoline motors was discontinued in 1934. #41 and 43 were scrapped and #42 was dismantled in 1939. The body of the latter was used as a field office in 1940.

Another 0-6-0 switch engine was added to the roster in 1936, being Southern Pacific number 1096, built by Baldwin in 1902. It was assigned SD&AE number 3.

Steam engine number 10 was scrapped in 1938.

Floods hit again in 1939. The branch line along the San Diego River between Santee and Lakeside was badly washed, resulting in abandonment. In a few years the portion of this branch between El Cajon and Santee was also abandoned and the track was torn up.

1940 saw the retirement of steam locomotives numbers second 2, 24 and 25, all being scrapped. Number 3 was returned to the Southern Pacific and became Harbor Belt #3, then Pacific Electric #1508. It was scrapped in 1947.

Engine numbers 20, 26, 103, 104 and 106 were taken over by the Southern Pacific in the first half of 1941. They were relettered Southern Pacific Lines and were renumbered 2385, 2386, 2523, 2720 and 2844 respectively.

Then came Pearl Harbor, December 7, 1941, and the United States was plunged into World War Two. The war emergency created an immense increase in traffic, in both the freight and the passenger departments. Many engines were obtained from the Southern Pacific, three from the Northwestern Pacific and some from other roads. Engine number 2385 was returned to the SD&AE on lease in 1943.

(continued next month)

Membership News

by Tanya Rose

John D. and Dorothy Corder of McCook, Nebraska, have sent me a check for \$100.00 to be used as installments on life memberships for each of them! John is an engineer for the Burlington Northern, also known as the Big Nothing, Better Than Nothing or Bottleneck Railroad.

I am truly pleased that these non-local members are again demonstrating their leadership. As you know, they won first place in our 1978 membership contest and gave the first donation (a cool \$100.00) to our caboose fundraiser. They would be the first couple to join at the life level.

Such support is indeed heartening, and I just know it will prove an incentive to others. Thank you, John and Dorothy; you are Class One morale boosters!

Hopping aboard the P.S.R.M.A. train for this month are the following people:

REGULAR MEMBERS

David S. Coster
Robert Crowley
Bob Deakin (upgrade)
John E. Halpin
Roosevelt T. Payne (upgrade)

Janyce Peterson
Laurance S. Reid
George E. Schnur (upgrade)
Roger G. Steadman
Joyce B. Tullis

CONTRIBUTING MEMBERS

Marcella Coolidge
Richard M. Shea
Robert Taylor

FAMILY MEMBERS

Walt & Arline Foster
Dr. Justin & Mary Lundquist
H.E., Ilse & Pat Mc Grew

Sidney, Mina & Jim Michaelson
J.D., Judy, Mike & John Scott
Margaret & Andrea Secor

Wayne H. & Peggy Terry
LeRoy & Carolyn Whittle

A hearty welcome to all of you! We are always delighted to add yet another rail-roader to our roster and this month J.D. Scott, a conductor for Amtrak, has decided to join us and bring in his family at the same time. Thank you all for your support!

For those out-of-town members who wish to get REPORT via first class mail, send postage stamps to me, Tanya Rose, REPORT CIRCULATION, 4924 Wood St., La Mesa, CA 92041. Inform me of address changes, too, if you please. Remember to also look at your address label for your membership expiration date. I would love it if you renew early!

EXCURSION NEWS

D. & H. PA SEEN AT BENJAMIN HILL

This year's Benjamin Hill trip was as much fun as advertised and featured lots of AICO power including many big Century units and PA number 16 still lettered for the Delaware & Hudson, one of only four such units left in the world. The shop tour was great and almost everyone had a good time riding the FP-7 yard switcher as it banged cars around all afternoon.

The train ride itself was first class, featuring a Pullman lightweight 10-6 sleeper and member Jack Stodelle's 1928 ex-Soo Line 8-1-2 heavyweight classic. The weather was beautiful, the railway equipment first class and our S.B.C. shop tour guides very friendly and patient. Mexico is a living rail museum and so much fun for the serious rail buff that this trip will have to be an annual event for P.S.R.M.A. Member Tom Cheesborough flew out from his home in Miami for this excursion and now counts it as one of the highlights of his railfan career!

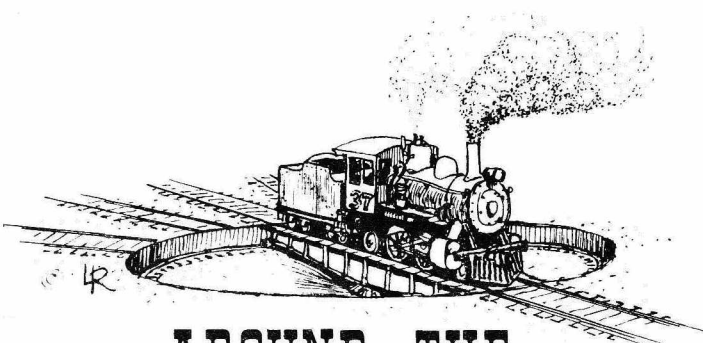
LAS VEGAS AGAIN---APRIL 18-20!

This time its a three day trip featuring a Hoover Dam bus tour and two nights of games and floor shows wrapped around a great train ride on our own #1509.

Our first Vegas trip January 12th was so much fun that a second trip this Spring was almost mandatory. Don't miss it this time!

COPPER CANYON-MAY 3-9!

Spectacular scenery, something for everyone deep in Mexico. Get your reservations in early for this one!



AROUND THE TURNTABLE

LA MESA DEPOT UPDATE

The new floor slab is poured and the building is scheduled to be moved on next week if the rain holds off. Restoration will get underway as soon as the depot is squared up and anchored to its new foundation. Contact Eric Sanders at 469-1288 if you can help with this hot project.

MTDB NEWS

The first train of welded rail has arrived in San Diego. Enough rail for five miles of track for the light rail transit system rolled in on a $\frac{1}{4}$ mile long special flat car train on Friday, February 15th. The train originated at S.P.'s rail welding plant at Tracy, California and came via Tehachapi Pass.

LOCAL RAIL LINES SUFFER STORM DAMAGE

Amtrak was shut down for several days with the annual trestle washout north of Oceanside. The Tiajuana River bridge on the Tiajuana & Tecate Ry. below Rodriguez Dam has been totally destroyed. The building of a shoofly across the riverbed will probably become an annual Spring event in Mexico also.

SUPPORT SOUGHT TO SAVE SIERRA RAILROAD

A group has been organized to preserve the steam operation on the Sierra Railroad. An Assembly bill (AB-2435) has been introduced in the state legislature that would permit the state to accept the rolling stock in Jamestown as a gift and contract with an operator to keep the steam trains rolling. The attempt to preserve this historic line in California's beautiful Mother Lode country is a noble effort and interested P.S.R.M.A. members are encouraged to lend their support. Write Bruce W. Cassasa, Co-ordinator, FRIENDS OF THE SIERRA RAILROAD, P.O. Box 1000, Englewood, Colorado 80110 for more information.

RAILROAD BUILDING ENJOYING REBIRTH

More railroads are being built now than any time since 1916. BN is building the longest line built in the U.S. since 1931 with 116 miles in the Wyoming coal country. AT&SF in New Mexico and N.W. in West Virginia are also building new lines to haul coal.

Honor Roll

JIM KLINE---whose father was a district supervisor for Santa of AAR railroad standards from the early 1920's. Everything work and then some is contained in these valuable volumes ar to have them.

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TERRY E. DURKIN---our local ATSF throttle jockey, has donated is suitable for our two 0-6-0 steamers now stored at Perris. excellent loco hardware in the last year that he almost "owns (Hey Terry, how about a set of authentic AT&SF markers for #15

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REPORT is the official publication of the Pacific Southwest Ra tion of San Diego. EDITOR: Larry L. Rose; ASSOCIATE EDITOR (and den mother): Tanya Rose; CIRCULATION: Mr. & Mrs. C. Above. Published monthly (more or less) by the Association. P.S. R.M.A. is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel and history.

VIEW ^{from} _{the} VESTIBULE

by Jim Lundquist, President

The 1970's were good to P.S.R.M.A. They were exciting times and I'm glad to have been a part of them. What do the 80's hold for P.S.R.M.A.?

I view the museum as being in a period of transition. We're going from a small group of rail fans into a large, strong organization of active citizens working together to build a railway museum in San Diego County, and having a lot of fun while doing it. P.S.R.M.A. is at the point where we jump from adolescence to maturity. With all the hard work we've done over the years, we have only just begun to build a museum. We have established many goals for this next year and the years that will follow, but I'll be satisfied if we just meet one goal and that goal is to establish a working, running, live museum in San Diego County. I am committed to seeing that goal fulfilled during my tenure. If we do nothing else but just lay the first rail, I'll be happy.

In order to lay that first section of rail, we are going to need everyone's involvement to bring the biggest project of all to completion. We'll need people to donate money as well as solicit money. We'll need people to restore equipment as well as operate it. We'll need people to build and staff our exhibits and we'll need people to coordinate trips and to ride on them. First we need the people, then we need the dream.

Five years ago, a small group of P.S.R.M.A. regulars dreamed of riding our own car #1509 at 90 m.p.h. on the mainline. It happened just as we planned! The same dreamers conjured up an operating locomotive at Miramar, a depot for La Mesa, a henstooth rare caboose and a railroad library in Balboa Park.

Now visualize yourself at the throttle of a steam locomotive rolling down a clear track in the beautiful San Diego back country. If you can see it clearly in your mind, somewhere in time it does exist! If we all concentrate and work hard together it will happen. 670 united rail enthusiasts cannot be denied! Let's make the big dream come true in 1980!

B.O.D. MEETINGS

All members are invited to attend the monthly Board of Directors meetings where most association policy decisions are made. The meeting is held on the first Tuesday at 7:30 p.m. each month in the Trust Room of the San Diego Trust & Savings Building, 6th and Broadway, San Diego. Enter the building from the Broadway side.

**PACIFIC SOUTHWEST RAILWAY
MUSEUM ASSOCIATION INC.**

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