

Report

Of the Pacific Southwest Railway Museum Assn. Inc.

Issue 27

San Diego, California

June 18, 1966

LOCOMOTIVE DONATED TO PSRMA

At long last our museum has reached its first goal. On May 11, a steam locomotive was donated to PSRMA.

The locomotive is an 0-6-0 T, a six-wheeled switcher without a tender. The locomotive is of the type which carries its fuel in tanks and bunkers carried on the same frame as the cab and boiler.

The engine was donated to us by E. J. Lavino & Company of Sheridan, Pennsylvania. It weighs 117,440 pounds, has 44 1/2 inch drivers, 16 x 24 cylinders and carries 180 pounds of steam.

Until such time as our organization acquires land for operation of a museum, the engine will be stored and operated at Perris, California. The site at Perris is the Orange Empire Traction trolley museum.

Terry Durkin reports that transportation arrangements for the locomotive have been made. No arrival date has been announced as of yet. Watch your Report for progress reports on PSRMA's first locomotive.

EDUCATIONAL SERIES BEGINS

For the education and pleasure of our readers, the Museum Operations staff has compiled a Glossary of Railroad Terms and an illustrated booklet of Railroad Hand signals.

One page of the series will appear in each issue of the Report. The pages may be removed and placed in a note book or other reference.

The staff wishes to thank Toni Strop, and old S. P. rail, and Charles Kent for their help.

MUSEUM ACTIVITIES

Although still not completed, the work project at the Hayward's property has gone extremely well. This property is the site of a temporary PSRMA storage yard.

Inventory of materials stored there has been under way recently. This vital project will be continued at a date yet to be announced.

Many thanks to Stan Kerr, Eric Sanders, George Allen, Dick Pennick and Dan McLean for the hard work they have done on the inventory project.

Thursday night work parties are here again. They are to be held at 7:30PM each Thursday. The location will be at our temporary museum site, 4880 Beaumont Drive, La Mesa. The prime concern at this time is the crash program to complete the restoration of the railbus. It is hoped that it can be completed in time for exhibit at next year's fair.

An all day work party will be held Saturday, June 25. Be sure to attend and help get the bus on the road.

Your editor wishes to thank Eric Sanders for the fine job done on Issue 26 of the Report. Due to illness in the family, Eric was asked to take over.

MARK YOUR CALENDER NOW

PSRMA's next business meeting will be held Sunday, June 19, at 7:30PM in the old El Cajon library.

Remember! Work parties are on each Thursday evening. Also there is one on Saturday, June 25. Get out and SUPPORT ALL P S R M A ACTIVITIES.....

SOME THOUGHTS ON THE BASIC CONCEPT OF A RAILWAY MUSEUM

What should a museum be? Should a museum be just a collection of interesting pieces of old railroad equipment? Many museums are just that. But ask yourself, could it not be something a little more than that? Something living, something people will come time and again to see, and perhaps go away with the feeling that they really did take a step backward in time.

Fine, you say, but how do we accomplish this? Obviously not by just having a piece of track that the members can run an engine up and back. No, that would hardly be of interest to the general public, our bread and butter to be.

What type of motive power do we want? We know we want steam. A steam locomotive, probably more than any other machine ever conceived by the mind of man, seems to be a living, breathing thing. Yes, we want steam. Yet the ring of a trolley bell brings back memories too. For many this nostalgic sound brings fonder memories than the sound of a steam whistle.

What type of rolling stock should we try for? Plush passenger cars? By all means. But think back, how many of you have stood watching, heart in throat, through steam and thick smelly smoke, an old rattler rolling by? A few freight cars and an old crummy might be easier to come by.

How about the station? Picture the two possibilities in your mind. First an empty, dead building with a few people waiting to catch the next train or trolley. Next, picture a building alive with the sights and sounds of early day railroading, telegraph clicking, station agent writing out flimsies for the next train, coffee pot simmering on the old pot bellied stove, a few beat up boxes on the platform (with fragile stencelled all over them). Get the picture? In which would you rather place yourself?

Let's say we should get an old boxcar or two. A fine place to store tools and junk you think. True, but might they not have another use? Again use your imagination. How about a few old artifacts in these cars, packaged in open crating so that they might be seen, and addressed as if they were in shipment. Let's go way out and picture an old flat with a steam tractor chained on it. Do you think our public wouldn't like that?

Members, give this some thought. So what if we do have to act a little. If Elvis can do it, so can we!

I wish to thank our Master Maniac, Chuck Gerdes, for putting the germ of this idea into the hard heads of your Museum Operations Staff.

Walter L. Hayward
General Superintendent

R E P O R T

Report is the official publication of the Pacific Southwest Railway Museum Association, Inc. of San Diego County, California. Officers are: Stanton W. Kerr, president; Lee B. Adams, vice president; George Allen, secretary; and Vic Koenigsberg, treasurer.

Report Staff includes: Charles Kent, editor; Kent Anderson, publicity; and George Geyer, circulation.

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Report address is: 4064 -47th Street, San Diego, California 92105.

Now is the time for all members to come to the aid of their club!!!! As you know, our organization has been donated two operable O-6-OT steam locomotives. One is located close by at Victorville, but the other is 3000 miles away in Sheridan, Pennsylvania (near Reading). The locomotive at Sheridan, E. J. Lavino #10, will be shipped as soon as possible, because a messenger must be aboard it all the way out. During the summer months is the only time that we can obtain an engine messenger, and E. J. Lavino WILL NOT store the engine until next year.

We have been attempting to acquire equipment for the last five years---and now we have done it. Next comes the hard part, and we need your support---all of it. The shipping charges on the Victorville engine are small, but for the #10 they are larger---possibly as high as \$2600. We are working on a half-rate order from the railroads involved, but there is no guarantee that we will get it. The engine will be shipped within two months, so we need the money now.

The engines will be put on display and operated at the Orange Empire Trolley Museum for the present. They will be moved to a museum site in San Diego County later, if a suitable site is located. In the meantime, our club will be able to fire up and operate our own locomotives!!!

For the first time in our not-so-short history, we are making an appeal to our members to contribute what they can to our fund raising efforts. In the final analysis, it is the support you give that will enable us to achieve our goal. Remember this: don't let "George do it", because "George" is going to be expecting the same thing.

How much can you spare? This may not be a good time of year to ask for money, what with vacations just around the corner. Still, the money is urgently needed! Any amount, however small, that you send will put us that much closer to our goal. If every member could \$50.00 over the next two or three months, for example, we would be close to obtaining the amount we need!

We wanted these engines, now lets get them! The brochure enclosed is for your use, or bring what you can to the next meeting, June 19. The names of all donors will be published regularly in the REPORT.

....And don't forget, we may have to raise more money if the Florida engine donation comes through. Dig deep....

LAST MINUTE NEWS DEVELOPMENTS

ANOTHER LOCOMOTIVE DONATED TO PSRMA! Southwestern Portland Cement Company has donated their No. 3, an O-6-OT to our museum. It is an oil-burner built in 1923 by Davenport Locomotive Works. It is in good condition and was donated to us on Friday the 13th of May. This engine will be shipped to Perris about the end of June....

CHARLES POLLARD'S LOCOMOTIVE has been sold to Mr. John Porter of Poway. It was sold for a reported \$25,000. It will be moved sometime the week of June 6 to Poway. Mrs. Pollard indicated that the engine will be used for astrictly commercial operation. (Terry Durkin)

AT THEIR JUNE MEETING, members of the Railway Historical Society of San Diego voted to dispose of the U. S. Gypson narrow gauge (3') cabin car. It was purchased from the Imperial County mining railway some years ago. Supposidly it will go to the highest bidder, whether it be railfan or scrap dealer.

VICTORVILLE will give PSRMA what they have in their spare parts inventory, along with the O-6-OT, No. 3.....

GET ON THE BANDWAGON --- DONATE!

IT'S YOUR MUSEUM

N E W S O F T H E P A C I F I C S O U T H W E S T C O R N E R SANTA FE:

With the Greyhound strike, some of the San Diogans have carried up to 1000 passengers. On weekends some schedules ran up to as many as three sections. Many of the trains consisted of up to 14 cars. The Santa Fe in the past has not been a great mixer of motive power. Now it is reported that like other roads, power is being mixed regardless of makes and types.

SOUTHERN PACIFIC:

Construction of the long awaited Colton-Palmdale cutoff began on April 5. The 78 mile line will require 17 trestles and bridges, 283 culverts, 5 1/2 million cubic yards of grading, 1600 tons of welded rail and 250,000 tons of rock ballast. Scheduled for completion in 18 months, the line will cost \$22 million. Cajon Pass will be a train watchers paradise. (SP Bulletin)

41 cars of a 90 car freight piled up at Coyote, Calif. on May 30. The big crash, near San Jose, was reported to have been caused by a hot box on the 9th car. The Lark was stopped at Salinas and passengers carried by bus to their destinations. Service was resumed over temporary track on May 31. (S D Union)

SAN DIEGO & ARIZONA EASTERN:

A new team track was recently placed in service at National City. The new track is known as the Bahia Vista team track and is located at 24th Street on the main line.

Prospects of even heavier traffic on the El Cajon line are bright. Over a mile of new track is now under construction in El Cajon's industrial area. Included are tracks serving three new warehouses.

In Frank Rhoades column in the Union....Thirty-four of the town's top men have petitioned Southern Pacific to provide them an excursion through Carriso Gorge, where passenger service is not scheduled. Stock broker Robert A. Bowden, in a letter to SP president B. F. Biaggini, described the gorge as "one of our finest features," that civic and financial leaders should be familiar with it. (It's breathtaking).....

PSRMA REPORT

4064 - 47th Street
San Diego, California 92105

PRINTED MATTER

A GLOSSARY OF TERMS YOU MAY
HEAR ALONG THE IRON PIKE

When railroading was new, there were few terms that would pertain to the various movements of a train, so the ingenuity of the men of that time had to come to the rescue. Following is a glossary of some of the terms that were in use before the 1940's.

- AIR MONKEY - A workman skilled in the repair of air-brakes.
- ALLEY - Any track in a switching yard that has no cars on it.
- ARMSTRONG - A locomotive that must be stoked by hand; any job that must be done by hand.
- BEEHIVE - Yard Office.
- BEND THE IRON - To change the position of a switch.
- BIG HOLE - Emergency air-brake application.
- BIG HOOK - Largest wrecking crane.
- BINDER - Hand brake, usually located on top of car on one end.
- BLAZER - An overheated journal box.
- BLEED - Drain the air on a cars brake system.
- BLEEDER - The valve which drains the brake system of a car.
- BOARD - A fixed signal to regulate rail traffic.
- BOOMER - A worker that drifts from one job to another.
- BRAIN PLATE - The badge worn by trainmen.
- BRASS HAT - Railroad official.
- BRASS POUNDER - Telegrapher.
- BUG TORCH - The lantern carried by trainmen.
- BULL - Railroad policeman.
- CAPTAIN - Conductor
- CAR KNOCKER - Car Inspector.
- CAR TOAD - Car repairman.
- CATWALK - The walkway over the tops of cars.
- CLOSED SWITCH - When a switch is closed the main line is uninterrupted.
- COCK LOFT - Caboose cupola.
- CONSIST - Freight train makeup.

CORNER - To sideswipe a car which fouls an adjacent track

CORNFIELD MEET - Headon collision.

CRUMMY - Caboose.

CUT - A short string of cars.

DEADHEAD - Passenger riding free, or empty car that is being moved, also a crew being moved from one point to another to perform service after arrival.

DECORATE - To ride the tops of freight trains.

DETAINDER - Dispatcher.

DIAMOND - Crossing.

DIE GAME - Stall on a hill.

DHQ - Train consisting of deadhead passenger equipment.

DOLLY - Switch stand.

DOLLY FLAPPER * Switchman.

DOPE - Orders, instructions, or company business.

DOUBLE THE HILL - To pull an over tonnage train as far as possible, then pulling part of it up the hill and returning for the rest.

DOUBLEHEAD - To pull a train with two locomotives.

DRAG - Heavy, slow, freight train.

DROP - To uncouple a car or cars while in motion, running away from them and throwing switch between cars and engine to place cars into an adjacent track when switch faces the wrong way to shove the cars in.

DRONE CAGE- Private car.

DUTCH DROP - A switching maneuver in which the cars are dropped; only cutting the cars off in motion and running ahead of them to a switch where the engine must be reversed to get into another track, letting the cars roll by.

ENGINE - A unit propelled by any form of energy, or a combination of such units operated from a single control, used in train or yard service.

EXTRA TRAIN - A train not authorized by time table schedule.

EAGLE EYE - Locomotive engineer.

EYE - Signal.

FLIMSY - Train order.

FLYING DUTCHMAN - See dutch drop.

TWO STEAM LOCOMOTIVES DONATED

The PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc., of San Diego, a non-profit corporation, wishes to announce that it has obtained the donation of two operable O-6-OT type steam locomotives. The PSRMA concluded negotiations on May 11, 1966 for the donation of a coal-burning locomotive by the E. J. Lavino and Company, an ore processor. The engine is presently located at that company's Sheridan, Pennsylvania, plant. A second locomotive was donated on June 6 by the Southwestern Portland Cement Company (Mojave Northern Railroad) at Victorville, California. Present plans call for the display and operation of the locomotives at the Orange Empire Trolley Museum which is located at Perris, California, approximately 19 miles from Riverside and 80 miles from San Diego. The City of Perris is on U.S. Highway 395. At present, the Orange Empire Museum has over one half mile of track ready for operation, with much more under construction. The PSRMA is now in the process of investigating possible museum sites in San Diego County at which its equipment might be operated.

Locomotive E. J. Lavino No. 10 was built by ALCO in 1923. It has 44½" drivers, operates on 180 pounds boiler pressure, and weighs 117,440 pounds. It is in fully operable condition and is one of the finest locomotives available today. It is of classic Reading Railroad O-6-OT design. A picture of the engine may be found in the September 1961 issue of Trains Magazine, page eight.

The second locomotive, Mojave Northern Railroad No. 3, was built by the Davenport Locomotive Works in 1923. It is a saddletank oil burner with 190 pounds boiler pressure. It also is in operable condition. (Fans should note that the sister locomotive No. 2 is NOT for sale. It is in poor condition and will be placed on public exhibit by the Southwestern Portland Cement Co.)

The PSRMA has finally achieved the goal of obtaining operating engines for the railfans of Southern California --- but your support is needed if this project is to be a complete success. Due to the distance involved, the shipping costs will be approximately \$2600. Funds are urgently needed. If you are interested in seeing a live steam locomotive in Southern California, please lend your support in the form of a cash donation. No amount is too small --- don't hesitate to send whatever you can spare.

Persons or organizations donating \$100 or more to the fund will have their names inscribed on a plaque to be exhibited with the locomotive and will also receive a three year cab and train pass, good whenever the engine is in use. Anyone who is able to donate \$50 or more will receive the three year cab and train pass, and those who are able to donate \$20 will receive a one year cab and train pass. Those who donate \$10 will receive a one year train pass (no cab privileges).

Don't delay --- answer this appeal now. Only you can help make the project a success. Please use the coupon below.

To the Pacific Southwest Railway Museum Association, Inc. Enclosed please find my donation in the amount of \$_____.

Name

Street

City

State

Zip

Phone

All contributions are deductible from your federal income tax. Membership information will be sent on request. Do you wish to be on our excursion mailing list?

Please mail your contribution to: PSRMA, 1828 Gateway Drive, San Diego, Calif. 92105