

# REPORT

Of the Pacific Southwest Railway Museum Assn. Inc.

Issue 28

San Diego, California

July, 1966

## HONOR ROLL

The following persons have donated to the museum's steam locomotive fund.

Stanton W. Kerr  
Dwight Couch  
Walter Hayward  
Dick Pennick  
Charles Kent  
Don Decker  
William Wootton  
J. W. Sefton Foundation  
John Andert

The total amount donated up to date is \$300.25. Is YOUR name on the honor roll? We would like the honor of placing it there.

## OFFICIAL NOTICE

This publication will continue to be your only notice of PSRMA's monthly meetings and work parties. No other notice will be issued, except in cases of special meetings.

PSRMA'S meeting for this month will be at the old El Cajon Library, right across from the Police station. That's July 17, at 7:30p.m.

Each Thursday evening is the time for work parties. The place is 4880 Beaumont Drive, La Mesa, at 7:30p.m. Be sure to come out and do your part.

## PROPERTY LEASE IS UNDER STUDY

A Buena Valley land owner has offered to lease our museum land for a museum site. The land is located north of Highway 80, near the Hobart House.

The proposal is to be studied by PSRMA to ascertain the feasibilities of the lease and its possibilities.

Let's hope that the terms of the lease are favorable to PSRMA's needs. This may be what is needed to get the show on the road...

## WHAT DO YOU HAVE?

Have you ever been an officer of PSRMA? Even if you haven't please look through those old files of yours.

To complete our files we are in need of all letters, minutes of meetings, and other documents relating to past operations of the P S R M A or the former SD County Railway Museum. Many of these papers have never been passed on to incoming officers after our yearly elections.

If you still have any of these old records please forward them to PSRMA, % Report Editor, 4064-47th Street, San Diego, Calif. 92105.

**REMEMBER!**  
DONATIONS TO PSRMA ARE TAX DEDUCTABLE  
WE NEED YOUR SUPPORT

THE DATE OF THE NEXT ALL DAY  
WORK PART WILL BE ANNOUNCED  
AT OUR JULY 17 MEETING

Coming in August

A SPECIAL EDITION

**THE ALERTER**

For one man operation, Santa Fe switch engines, and some freight engines are equipped with an electronic device called (it says on the black box in the cab) "Alerter, the dead man control," instead of a dead man pedal.

Made by a big railway supply company, rumor has it that it was thought up by a brilliant young Santa Fe air brake supervisor. Regardless of its origin, in operation it puts the engineer in an electronic harness. His every move is sensed. Unless the engine is standing with the brake set, the engineer must touch, or, if touching, untouch, some part of the controls every fifteen seconds. Otherwise the alerter starts beeping and a red light flashes. Any move previously mentioned will then annul the alarm, as will touching a button provided for that purpose.

If no response to the alarm is made in twelve seconds, the automatic brake will apply. Unless this in turn is not stopped by pressing another, or reset button, it will completely deplete the brake pipe bringing the engine or train to a stop.

If the device sounds complicated, in practice it is soon gotten used to and is less tiring than holding down a dead man pedal. Normal moves in switching operations keep the alerter happy. If it does beep, any slight move will quiet it. Oh, yes, a friendly type Big Brother is watching.

**THE LIBRARY**

It may surprise the readers to know that the main branch of the San Diego Public Library has a large collection of railroad books. The writer has been taking two or three out every other week for some time. And having gone through most of the lot, is willing to share them with others. The best thing about the books is that they are all quite old, as such things go, and, perhaps, the more interesting for that, and have many steam pictures.

**REPORT**

REPORT is the official publication of the Pacific Southwest Railway Museum Association, Incorporated of San Diego County, California.

Officers are: Stanton W. Kerr, president; Lee B. Adams, vice president, and Vic Koenigsberg, treasurer.

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

Museum address is: 1050 Kettner Blvd, San Diego, California 92101

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

ALL THURSDAY NIGHT

WORK PARTIES

7<sup>30</sup>  
pm

4880 BEAUMONT DR.  
LA MESA

7<sup>30</sup>  
pm

ATTENTION: Members!!!!

As you know, the Pacific Southwest Railway Museum Association has acquired two steam engines. The group has an option on a third, a Heisler, and a chance to obtain a fourth. Money is urgently needed to finance the transportation costs involved in shipping these engines to the storage site at the Orange Empire Trolley Museum.

A campaign is now underway to alert as many people as possible about our acquisitions, and it is hoped that contributions from interested people will help defray the enormous costs facing the organization--costs which may exceed \$5,000 before we are through. Also, business firms in the San Diego area will be contacted and support solicited from them. Every possible method of raising the necessary funds will be explored and followed up.

In the long run, however, the support of the members is the deciding factor. We now have a goal in mind: the acquisition of the locomotives. Now we must work as hard as we can to reach that goal. They may be ours now or will be soon, but we have to get them here! Upon the success of the engine acquisition projects depends much of the future of the PSRMA museum effort.

The purpose of this sheet is to determine, as much as possible, the support which the organization can expect from its members in the foreseeable future. Please fill out the questionnaire and send it back to the address below, whether or not you can provide either money or labor for the effort to come. Remember, if you can't spare much in the way of cash, you can still help in other ways. The information which you supply will be kept confidential and will be in no way binding should your position change in the near future. All we want is an idea of what we can expect. Don't disappoint us!

Fill out and mail as soon as possible-----

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Clip and mail to fund drive chairman, William Wootton, 1828 Gateway Drive, San Diego 92105 (phone 264-7876).

NAME \_\_\_\_\_ Address \_\_\_\_\_ ZIP \_\_\_\_\_ PHONE \_\_\_\_\_

I will pledge the donation of \_\_\_\_\_ over the next \_\_\_\_\_ months.

I am willing to loan the organization \_\_\_\_\_ for (period of time)

\_\_\_\_\_. Comments: \_\_\_\_\_

I can participate in work parties at the Orange Empire Trolley museum to work on PSRMA equipment (check one) \_\_\_\_\_ yes \_\_\_\_\_ no. If yes, indicate approximately how often:

\_\_\_\_\_.  
Can you provide rides for others on a share cost basis \_\_\_\_\_ yes; \_\_\_\_\_ no.

Will you need a ride \_\_\_\_\_ yes; \_\_\_\_\_ no?

If you have any thoughts on ways to raise money or stimulate interest in our project, contact the fund drive chairman or Stan Kerr. Thank you.

### Glossary -3

- FLAG - An assumed name used by boomers to leave a bad record behind.
- FLYING LIGHT - To pull a train of empties. Also to go on duty without eating.
- FOG - Steam.
- FROG - A device used in switches and crossings to allow wheels to cross other rails. Also a device for rerailing cars.
- GANDY DANCER - Track laborer.
- GATE - Switch.
- GLORY - String of empties.
- GOAT - Switch engine.
- GUN - See torpedo.
- GUT - Air hose.
- HACK- Caboose.
- HEEL - Car at end of the track with the brakes set, Sometimes it is used as a bumping block to catch other cars coming into the track.
- HERALD - Company symbol.
- HIGHBALL - Clear track. Signal meaning OK to go.
- HIGHBALL THE GATE - Not stopping to return switch to normal position.
- HIGH DADDY - Flying Switch.
- HIGH IRON - Main line or high speed track.
- HIGH TAIL - To go at high speed.
- HOG - Locomotive.
- HOGGER - Locomotive engineer or driver.
- HOGHEAD - See hogger.
- HOLE - Passing track on a single track line.
- HOME GUARD - An employee that stays with one company.
- HOPPER - A car with the bottom hinged for dumping. Used to haul coal, rock ballast, ect.
- HORSE OVER - Throw the Johnson Bar into reverse.
- HOT BOX - Over heated journal on a car or engine.
- HOTSHOT - Fast train, extra fast employee, or a person that is or thinks he is a little better than others.

## Glossary -4

- INDIAN VALLEY RAILROAD - The legendary haven of all good railroaders. Even the bindlestiffs (tramps) could ride this line all day free of charge or fear of bulls.
- IRON SKULL - Boilermaker.
- JANNEY - The coupling device on trains. Named for E. H. Janney, who invented it in 1870. Now common drawbar of all railroad cars.
- JANNEY, TO - To couple cars together.
- JAY ROD - Clinker hook.
- JERK WATER - To fill a locomotive tender with water from a track pan without stopping.
- JERKWATER TOWN - Any small inactive town. In the old days any town a train would not stop was considered to be of no importance, hence the name.
- JERRY - Section foreman.
- JOHNSON BAR - The large hand operated reverse lever of a steam engine.
- JOINT, MAKE A - To couple up cars and/or engines.
- KETTLE - Locomotive.
- KICK\*- To shove cars, letting them go in singles or groups into the various tracks by their own momentum.
- KING SNIPE - Track gang foreman.
- LACE UP - To couple up the air hoses.
- LIGHTNING SLINGER - Telegrapher.
- LINK AND PIN - The first and very dangerous type of coupler, also anything that is old fashioned.
- LUNG - Drawbar.
- MARKER - Rear signal lights or flags of a train.
- MILL - Locomotive.
- MODOK - A train for employes only.
- NIGGER HEAD - The "T" pipe that divides the steam for the cylinders. It is located in the smokebox. Also failure to couple.
- NO BILL - Non union worker. Also a car without a waybill.
- NOSE ON - To couple to the front end of a locomotive.
- NUT BUSTER - Mechanic.
- OP - Telegrapher.

## SOUTHERN PACIFIC

Permission to discontinue the Coast Line Link between Los Angeles and San Francisco has been denied. Discontinuance of the San Joaquin Daylight between Los Angeles and Bakersfield was also denied. The carrier was also rapped for allowing service to deteriorate and for the removal of dining cars from certain trains in an apparent attempt to discourage passenger service. The commission has said that the SP "need not think it can rid itself of services just because they are not profitable. Fare reductions were also recommended....(S.D. Union-XTRA News)

Noted on a recent trip to Bakersfield were many long freights. One of the trains noted had 78 cars powered by 12 diesel units. 10 of the units were on the head end and two more about 10 cars ahead of the caboose. Trains on the Tehachapi line are powered by SD-9's, SD-35's and SD-40's. The Daylight is powered by FP-7's.....

Two freights were involved in a head on collision on the July 4 weekend. The pile up took place at Ravenna, in Soledad Canyon. No one was injured but 14 cars were demolished. Rumor is that it was caused by man failure.....

Construction is under way on the Colton-Palmdale cutoff. Several deep cuts are now being excavated at Summit. The new line will pass directly behind the Summit station and street car. Work at Palmdale is progressing too. A grade separation on the Pearblossom highway near there is well under way.....

## SANTA FE

Potash movements into San Diego continue to be heavy. And more is on the way....A southbound San Diegan was over an hour late on July 5 after a CTC failure between Oceanside and San Diego.....

Freight traffic through the Tehachapis into Northern California is heavy. Most of the freights through the pass are powered by six to eight units. Motive power on these trains consist of a mixture of 800's, 900's, 1200's, 1300's and 1400's. The San Francisco Chief is handled by 5 units north of Barstow. With its mail train and the SF Chief, the Santa Fe passenger trains outnumber the SP's over the joint trackage by two to one.

A few items from Kent Anderson, a member, who is working at Barstow. Most of the passenger engines are swapped off at Barstow, with units going west to LA and back to Barstow. Passenger power going east usually makes a roundtrip to Chicago. The Grand Canyon has been going east out of there with up to 9 units. Sometimes this is rough on the hostlers making yard movements when the rear unit is a "B" unit.

About 10 solid trains of potatoes pass through Barstow daily going east. Westbound there are two solid coal trains daily, destined for Kaiser Steel at Fontana. These trains require helpers between Barstow and Summit, with the helpers usually cutting out at Summit.

SD-45's are now in service. They are in the 1800 class.

Two Shriner's Specials passed through Barstow on their way to San Francisco on July 3. The trains were all pullman...(K. Anderson).

## UNION PACIFIC

SD-40's and SD-45's pass through Barstow about four times daily. They are numbered in the 3000 series. The usual consist is four units with about 100 cars.

The City of Las Vegas goes by other names too. It is cheerfully called the Crapshooter. Officially it is Train 115 or 116, depending upon its direction. An open platform observation, UP 113, was in the consist of the Crapshooter recently.....(K. Anderson)))).