

Report

Issue 30

Of the Pacific Southwest Railway Association, Inc.
Lemon Grove, California

September, 1966

KELSEY APPOINTED MASTER MECHANIC

Herbert B. Kelsey has been appointed as PSRMA's master mechanic. Kelsey is now in charge of maintenance and repair of the museum's rolling stock.

Kelsey succeeds Charles Gerdes, who has been appointed to fill the position of PSRMA treasurer.

WORK PROGRESSES ON RAIL BUS

Herb Kelsey, master mechanic, reports that a piece of aluminum sheeting has been donated for use on the bus. The aluminum has been cut and formed by Stanton Kerr and his son. It still remains to be installed.

The engine of the rail bus has been removed and is now being repaired by a new member, Doug Reynolds.

PSRMA's general superintendent, Walt Hayward, reports that while attendance at the Thursday night work parties has been good, there could be much improvement.

Busily engaged in the renovation of SMV No. 9 during the past month have been Stan Kerr, Herb Kelsey, Evrette Mardock, Bill Wootton, Les Sheppard, Doug Reynolds, Chuck Gerdes, Walt Hayward, Dave Willoughby, and Bill McCray.

STEAM CLASS MAY BE HELD

PSRMA's September meeting is expected to feature a class on "The Firing of Steam Locomotives, Part I." The instructor is Jerry Baker, a new member.

Due to a recent auto accident Mr. Baker was unable to attend our August meeting, so the class is still up in the air.

September's meeting will be held in the old El Cajon library at 7:30 p.m. on Sunday, September 18, 1966.

After 118 years the state of Vermont is without passenger trains. The last train operated over the Boston & Maine on Sat. Sept. 3, between Springfield, Mass. and White River Jct., Vermont.

NOMINATION OF OFFICERS ANNOUNCED

Nominations of officers for 1967 will be held at the September meeting. Nominations by mail will also be accepted until October 1, 1966. Nominations by mail may be forwarded to the Report Editor, 2418 Edding Drive, Lemon Grove, Calif. 92045.

Results of the nominations will be announced in the Report during the month of October. Election will be conducted at the December meeting.

HAVE YOU PAID YOUR DUES

If your address is underlined in red, you may be behind in your dues. Please contact Charles Gerdes by phoning 466-1537, or use the form on page 3 of this month's Report.

As we have changed treasurer and the dates dues are payable errors could occur. Please bear with us. Your help in the matter of keeping dues up to date is greatly appreciated.

LOCOMOTIVE FUND

As of the August meeting the amount in PSRMA's locomotive fund totaled \$716.60. The following persons have donated to the fund to date:

Stanton W. Kerr
Dwight Couch
Walt Hayward
Dick Pennick
Donald Decker
Bill Wootton
John H. Andert

Robert L. Gaddie
Eric Sanders
William A. Kingston
John M. Cranston
Charles Kent
Sibley Sellev
Warren F. Quon

J. W. Sefton Foundation

Lt J.G. Thomas W. Matson

Your help is needed too! Please use the coupon provided on page 3 of this issue. Remember it is tax deductible. The future depends upon you.

MARK YOUR CALENDER

Work Parties are Thursday evenings.....

Regular meeting is September 18.....

MOVING THE THREE SPOT

by William Wootton

Word was received the last week in July from Terry Durkin that Mojave Northern engine No. 3 would be shipped from Victorville on Saturday, July 30. A few days later it was learned that the California Southern Museum had acquired MNRR No. 2, and that both engines would be shipped together.

Dwight Couch, Bill Wootton, Walt Hayward, plus Dick Pennick, his wife and younger brother left for Victorville Friday night. After getting lost on the freeway in Riverside and taking care of a flat on Dwight's car all arrived safely in Victorville.

Both engines had been switched out the night before. By the time we arrived at the station, the consist of the local train for San Bernardino was complete. The steam engines were at the rear of the train, with two box cars between them and the caboose. On hand to greet us was Bill Garner, a CSRM member, and the engine messenger on No. 2.

After waiting for several trains, the local left Victorville at 7:47 a.m. On the head end were engines 817, 935, 1391 and 1356. The movement was restricted to 15 mph. Walt and Dick's brother acted as engine messengers on No. 3 while the rest of us roared down side roads, keeping up with the train and shooting photos at every possible location. At several of the crossings the conductor blew the air whistle on the caboose.

Terry Durkin, Kent Anderson, and Jeff Melquist caught up with the caravan half way between Hesperia and Summit. We were a little concerned that the driving boxes on the locomotives might overheat, but no signs to that effect appeared. The train passed through Summit at about 9:30. After a slow trip down Cajon Pass, the train went in the hole to clear the main. About noon we finally drove up to the San Bernardino station in time to see the train entering the yards. This, we thought, was the end for today.

Shortly after we arrived it was learned that the Santa Fe had decided not to store the engines in San Berdoo. Both we scheduled to leave for Perris the same afternoon. A hurried call was made to Perris to warn the Orange Empire Trolley Museum of our arrival. Then all travelled to a nearby restaurant for some badly needed lunch. We then went to "B" yard where the train was being made up for Perris.

The engines were again underway at 4 p.m. Slowly but surely the first train carrying steam engines to Perris in over fifteen years rolled along. Earlier in the day the first section had completed all of the local switching. Our train was made up completely of reefers destined to valley potato packing sheds. One stop was made at Val Verde to set out empties. The train and our engine finally arrived at the Perris station around 6:30 p.m. At that point some very tired engine watchers -namely us- headed for home. Both engines were switched to the south end of track sometime after 8:30 and there they stayed until the next Saturday, August 6.

The next Saturday, PSRMA, CSRM and OET members began the work of moving the engines via "snap-track" sections to the museum. Most of Saturday was taken up in moving the engines up a grade and around a slight curve onto the old right of way. Only one derailment marred Saturday's work.

The next day, the engines were moved to the end of the OET trackage. Shortly before midnight, an electric locomotive coupled on to the engines and moved them the remaining half-mile to the museum. Both engines now stand on the right of way, ready for the work crews to put them back into operation. Any volunteers?

The PSRMA and CSRM are indebted to the Orange Empire Trolley Museum for the assistance which they provided. A majority of the people who worked on the moving project were OET members. To them and those PSRMA members who helped out--a hearty thanks.

R E P O R T

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

Officers are:

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Glossary 4

- OPEN SWITCH - When switch is open, the main track is connected to a siding or spur.
- ORNAMENT - Station Master
- O. S. - To report a train to the dispatcher when it departs a station.
- PADDLE - Semaphore signal.
- PARLOR - Caboose.
- PARLOR SHACK - Rear brakeman on a freight train.
- PECK - Twenty minute lunch stop.
- PEDDLE - Set out freight cars.
- PEDDLER - Local freight train.
- PIG PEN - Roundhouse.
- PIKE - Railroad.
- PILOT - An employe assigned to the train when the engineer or conductor is not acquainted with the rules or portion of railroad which train is to be moved.
- PINK - Caution card.
- POP - Safety valve.
- POSSUM BELLY - Tool box mounted under caboose or tender.
- POUND HER - To work a locomotive to its capacity.
- PULL FREIGHT - To quit a job.
- PULL THE PIN - To quit a job or quit for the day.
- RAIL - The T shaped iron a train runs on or a railroader.
- RATTLER - Freight train.
- RAWHIDER - A supervisor that drives his men extra hard.
- RED BALL - Fast freight.
- REEFER - Refrigerator car.
- REGULAR TRAIN - A train authorized by timetable.
- RIGHTS OF A TRAIN - Rights that one train possesses over another as defined by train order, time table, or direction.
- RIGHT TO THE ROAD - The right of a train to occupy the main track at a particular time or place.
- RIP TRACK - Siding used for minor car repair.

RUBBERNECK CAR - Observation car.

RULE G - That rule in the book of rules which forbid the use of alcohol or narcotics while on duty or subject for duty.

RUNNING AGAINST A TRAIN - When two trains are to meet at a certain point, they are said to be running against each other.

RUN REGARDLESS - The right of a train to run regardless of other trains.

SCOOP - Fireman's shovel, also news or gossip.

SECTION - A part of one or more trains running on the same schedule, displaying signals or for which signals are displayed.

SEMAPHORE - An apparatus or signal for conveying information to trains.

SENIORITY - The track rights of one train over another. Also the right of an employe to advance over another due to time in service.

SHACK - Brakeman.

SHORT - Cars to be set out between terminals.

SHUFFLE THE DECK - TO stop at each station and switch cars.

SIDE DOOR PULLMAN - Hobo's name for a box car.

SMOKE ORDERS or SMOKING OVER - In the early days, trains were often moved from one station to another without written orders. Train crews watched for the other fellows smoke to avoid collisions. Thus the term Smoke Orders.

SNAKEHEAD - In the days of strap rail, the iron would often come loose from the wooden rails and pierce the floors of cars. Due to their shape they became known as Snakeheads.

SNOOZER - Sleeping car.

SOFT BELLIES - Cars with wood floors.

STATION - A place designated in the timetable by name.

SPECIAL TRAIN - A train provided for special purposes.

SPEEDY - The callboy.

SOAK - A non superheated steam locomotive.

SPOT - To place a locomotive or car in a designated position. Also to rest or eat.

SPOTTER - Company inspector.

STAR GAZER - A day dreaming brakeman who fails to observe signals.

STEEL - A name for rail.

SAN DIEGO & ARIZONA EASTERN: Drill track 1750 feet in length is now in service east of Omgomerv Ward at El Cajon. The new trackage serves Overmyer Warehouse and the Blazer company.....Engine 4605 has been renumbered to 1110.....Materials for new crossing gates are stored in box car which has been spotted on a spur in downtown La Mesa for the past several weeks. Day after Labor Day saw heavy road-switchers on both the El Cajon and Coronado lines. Both trains had about 20 cars.

SANTA FE: With the air strike came a 15 percent increase in passenger patronage.... Two shoe-flys on July 24 included one on a curve near Encinitas and one near Buena Park...Corky Thomson reported that a potash train broke in two on Sorrento Hill and had to triple up the grade to Miramar....(SRL Journal)

EL PASO CITY LINES: Street cars shut down on August 14 for one year to allow building of international bridge.

FEATHER RIVER RAILWAY: The Georgia Pacific Corporation has donated one of its two remaining shay locomotives for display at the Oroville Dam.

PICKERING LUMBER COMPANY has sold an EMD diesel switcher to United Sugar in Florida to replace their steam operations.

UNION PACIFIC has announced construction of a new hump yard at North Platte, Nebr, replacing the hump yard built there in 1948. The City of LA struck an airplane being used to spray weeds on the right of way near North Platte.

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Clip and mail this coupon with your donation towards the cost of bringing a steam locomotive into Southern California. Mail with your check or money order to PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC., 10642 Garden Way, Spring Valley, California 92077.

NAME _____ Telephone _____
Please Print

ADDRESS _____
Street City and State Zip Code

AMOUNT _____

PSRMA Membership is \$5.00 per year on a calendar year basis. Please start my membership as of January 1, 1966.

Amount Enclosed for Membership _____ Please indicate New or Renewal _____

Thank You

Contributors are considered as Contributing Members for one year. Such members will receive copies of the PSRMA's newsletter, the REPORT for that period.