

Report

Of the Pacific Southwest Railway Museum Association, Inc.

Issue 31

Lemon Grove, California

October, 1966

E. J. LAVINO NUMBER 10 IS ON THE WAY

SAILING OUT THROUGH THE SILVER GATE

E. J. Lavino's No. 10, an O-6-OT coal burner, was shipped from Sheridan, Pennsylvania early in September. It is expected to arrive at Perris, our temporary museum site, in mid-October. This locomotive which is in perfect operating order will cost about \$3000 in freight charges. So let's get on the ball members. We need donations. If you can help out please do so, using the form provided in this issue.

Other locomotives owned by PSRMA at this time include Mojave Northern No. 3, an O-6-OT oil burner. It was last used in 1957 and donated to us by the Pacific Southwest Portland Cement Co.

Another locomotive owned by the museum is a rare Heisler type locomotive. It was formerly Pickering Lumber Company No. 10. This locomotive is now at Stockton, California. The Pacific Locomotive Society has offered to store the engine at Stockton. The cost of moving the engine to this site will be around \$300. About \$2500 will be needed to bring this rare engine to Perris.

STEAM AT MEETING

"The firing of steam locomotives, part II," will be given by Jerry Baker. Last month Baker gave part I of the series, which was really a get acquainted talk. Now it will be "down to business."

Slides of steam locomotives still in operation will be shown by Ted Grove if it is at all possible for him to attend our coming meeting. Railroads featured include the Magna Arizona, White Mountain Scenic and the narrow-gauge Silverton Branch of the Rio Grande. Tapes of the sounds of these roads will also be heard.

The meeting of October 16 promises to be an interesting one, be there. It will be at 7:30pm in the old El Cajon Library, right across from the Police Station. Invite a friend.

DONATE * IT'S TAX DEDUCTABLE * DONATE

The harbor excursion boat, "Silvergate," will go to sea on Sunday, October 23. If you have never been to sea, now is the time. The cruise sponsored by PSRMA will leave the Star & Crescent dock at the foot of Market Street at 10am.

Approximately 7 hours of pleasurable sailing is in store for the excursionists on the cruise. The "Silvergate" will sail out of the bay, around Point Loma, and along the beautiful coast to near La Jolla.

All of this for only \$5.75. Children under 5 years will be free, with those of 5 to 12 years at \$3.75.

Refreshments will be available on board the "Silvergate." For further information and reservations call PSRMA by dialing 233-0379.

NOMINATIONS AND ELECTIONS

At our September meeting the following persons were nominated for office in 1967:

For President:

Stanton W. Kerr
Terry Durkin

For Vice President:

Lee Adams
Richard Pennick

For Secretary:

Richard Pennick
GMC SANDERS

For Treasurer:

Charles Gerdes

Elections will be held at our December meeting by secret ballot. Those members who will be unable to attend this meeting may request a ballot by sending a stamped, self-addressed envelope to Report Editor, 2418 Edding Drive, Lemon Grove, California 92045. Requests for ballots must be received later than Nov. 15. Ballots must be returned by December 10 if by mail.

WHAT IS YOUR ZIP CODE?

Look at your address, does it include the zip code? If not please inform us of your zip code. U. S. Postal regulations require that ZIP CODES be used on all mail starting January 1, 1967.

GUESTS AT SEPTEMBER MEETING

Two retired rail officials honored PSRMA by visiting us at our September meeting. Between these two gentlemen were 100 years of railroading.

Mr. L. T. Wright, one of our guests, retired after having been a superintendent on the Denver and Rio Grande Western and later the president of the Midland Continental Railroad.

Also a guest, was Mr. W. M. Kirkpatrick, who retired as traffic manager for the Denver and Rio Grande Western Ry.

WORK PROGRESSES ON RAIL BUS

Things are shaping up nicely on Santa Maria Valley Number 9, PSRMA's railbus. On September 24, members were working on preparing the bus for painting. Some sheet metal skirts were also being installed. Among those at work on the project were Walt Hayward, Dave Willoughby, Stan Kerr, Everette Mardock, Dan McLean, Bill McCray, Lee Adams, Herb Kelsey and Charles Kent.

* * * *

R E P O R T

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
Richard Pennick, secretary
Charles Gerdes, treasurer

Report staff is:

Charles Kent, editor
George Geyer, circulation
Kent Anderson, publicity

Museum Address is 1050 Kettner Blvd, San Diego, California, 92101.

Report Address is 2418 Edding Drive, Lemon Grove, California, 92045.

IN THE GLARE OF THE HEADLIGHT
"AN ENGINEER BY ANY OTHER NAME-----!"

by George J. Oliver

In this country, the men on the right side side of locomotives have been known as Locomotive Engineers, while the engineer and fireman, as a crew, have been called enginemen. Then, the trend was to call the engineer "Engineman," perhaps because of the influx of the diesels, which are characterless, cold machines, seemingly not needing a "real" engineer to operate. However wails of anguish arose all over the country (and Canada, too) from engineers who were proud of their title. This was heard at least by the Santa Fe, as some of the writer's passes came showing him as engineman. He has been restored to the dignity of locomotive engineer lately.

Other parts of the world solve the problem in diverse ways. Locomotive Engineer in the British Commonwealth means the man who designs locomotives, as you all know, the man who runs them is an Engine Driver. In France he is called a mécanicien; in Mexico our amigos are maquinistas and their engines are maquinas or diesels (dee-sails). In passing, I would like to say that the firemen in Mexico are fogoneros, or fog makers, a most appropriate term.

So far as I know, "Hoghead" is strictly U.S., and is a rather degrading term reflecting on one's ability as an engineer. Trainmen and switchmen use the name after the designee has given them a rough ride on the road, or made some hard joints in the yard. One engineer referring to another as hoghead does so, usually with a big smile, showing-he hopes-that he is only kidding.

The moderates among the engineers, like the writer, don't much care what they are called (except, please, NOT feather-bedder!) as long as the paycheck comes to its rightful owner, believing, to mis-quote Shakespeare, "an engine driver by any other name would carry the aura of diesel smoke.

* * * *

The Star and Crescent Boat Company is San Diego Harbor's "other ferry operator." Its ferries, less glamorous and less publicized than those which ply between San Diego and Coronado, are also important to the Harbor's economy and they, too, like the larger ferries, have a romantic past and an active present. Unlike the Coronado ferries, the vessels on Star and Crescent's North Island run may have a future that extends beyond the opening of the Coronado bridge.

Star and Crescent today operates not only the ferryboats on the San Diego-North Island run but also the excursion boats on the one and two-hour harbor tours and the tugboats, barges and other equipment used in general harbor service. S.&C. also has an interest in a water taxi operation, and an associate company is the San Diego Marine Construction Company active in shipbuilding and ship repair. S.&C. also has real estate interests. In years past the S.&C. folk through the Star & Crescent Oil Company handled the distribution of Tidewater Oil products in the San Diego area. At one time almost all the petroleum shipped into the area was transported via S.&C. barges and tankers. The company has also served the fishing fleet doing salvage work, rescue work and whatever else was needed. S.&C. owned at least one tuna clipper and has also provided services for the sport's fishing enthusiasts. The Star and Crescent Boat Company represents in fact the end result of a series of mergers and consolidations of numerous ferry and harbor services. Predecessor companies date back to 1892.

And it was in 1892 when ten acres of prime land on Point Loma were purchased by Captain Rufus M. Creswell. One year later the Captain purchased an iron boat, "Hercules," and with it he offered passenger service between San Diego and Ballast Point. A second vessel, the steam launch "Point Loma," was acquired in 1898 and was soon chartered to the United States Government to transport supplies and personnel to Fort Rosecrans, then under construction.

Captain Creswell's fleet soon included the "Golden West," "Fortuna," (registered as a ferry), "Point Loma," "Dolphin," "Biz," "Bee," and "Owl." One was used in the Coronado Islands run; the others in local freight and passenger service. Creswell's San Diego dock was at the foot of H Street (Market St.). For seven years Creswell was Captain of the U. S. Government boat, "General De Russy." (Another government boat, according to Jerry MacMullen, was artillery steamer, "Lt. George Harris"). Oakley Hall was active in the company. Land transportation to Point Loma was difficult in those days so the ferries hauled picnickers and pleasure seekers as well as workers and soldiers.

One historian states that the Point Loma Ferry Co. was incorporated in 1895 with Captain Oakley J. Hall as skipper. Another writer records the first ferry company as being the Roseville, San Diego & National City Ferry Company, one which transported San Diegans in 1888 to Roseville for connections with the Roseville and Ocean Beach Railway which opened on April 17, 1888. Mayor William (Billy) H. Carlson and Albert S. Higgins ran a steam train through Wabaska Canyon to Cliff House on the Ocean Beach bluffs. Visitors picked beach strawberries and gathered mussels. The train, powered by a diminutive steam "dummy-type" locomotive, operated for a relatively brief period.

MacMullen says a propeller driven steamer, "Roseville," was built in 1888 for the Point Loma Land & Town Company. It ran from San Diego to Roseville and then on to Ballast Point, where construction was underway on a new light house and on Fort Rosecrans. This two deck ferry had a piano aboard at one time. A 1916 schedule suggests that San Diego revelers could go by ferry to the Roseville Pier and Ballroom for an evening of dancing. Operation of the P.L. ferry ceased about 1918.

The North Island ferry service was reported to be an outgrowth of the Point Loma service. Sometime after 1900 these ferries or launches began transporting workers and visitors to Curtiss Aviation, Rockwell Field and later the Naval Air Station. The Point Loma Ferry Company became the Star Boat Company in 1908 when Captain Hall purchased the name and properties, including the Boat House at the foot of H Street from Captain Elmer E. Lutz. Service was expanded to include harbor excursions and trips to the Coronado Islands. Ralph J. Chandler entered the boat

business in 1910 when he took over the McKinley Boat Company and renamed it the Crescent Boat Company.

A small settlement had been built at Imperial Beach but because of the lack of railroad service by the San Diego Southern on its Coronado belt line branch, the South San Diego Investment Company (C.Y. Gay, E. W. Peterson, R.B. Thomas, R.A. Smith) was organized to construct a 1.2 mile railroad from a ferry landing to Imperial Beach. Ferry or launch service began in 1910 with a ferry running from the foot of D (Broadway) to the head of the bay. There it entered the South San Diego ship channel and went up to a narrow pier, high on spindly legs and sporting a narrow platform. A gasoline mechanical-drive car of the South San Diego Railway carried passengers from the ferry to Imperial Beach. The line was abandoned either in 1912 when the railway, reorganized as the Mexico and San Diego Railway, negotiated trackage rights on the San Diego & Southeastern (successor to the San Diego Southern) so it could transport its passengers to SD&SE's National City Junction where they could transfer to mainline trains, or it was abandoned in 1916 because of property destruction caused by the floods. In an Evening Tribune story Capt. Axel J. Larson was quoted as saying he was a pilot on one of the four cruisers operating in 1915 and 1916. Larson said the channel was six to eight feet deep at low tide and 75 feet wide. The boats were 40-45 feet long and carried up to 50 passengers. They were powered by distillate engines and the nine mile trip took 45-60 minutes. Larson said Hall and Chandler were associated with the operation. He reports that one boat was carpeted and that entertainment was provided for the passengers who were mostly San Diegans interested in surf fishing and other recreational activities. MacMullen recalls riding the "McKinley Jr." to South San Diego, and he said he believes the McKinley Boat Works operated the line. Ferries made a stop at Glorietta Bay (Tent City). "Grant" and "Imperial" were said to be two of the boats.

The Crescent Boat Company (Chandler) in 1914 was a rival to the Star Boat Co. (Hall). A merger was effected in 1915 and operations were centered at the former Crescent boat house at the Foot of Broadway to remain there until World War II when S.&C. moved back to the foot of Market Street to a new terminal. The foot of Broadway Wharf was torn down recently although Star & Crescent's excursion boats of today today do use other facilities at that point. In 1916 S&C offered a \$1 roundtrip to the Coronado Islands, a twice daily harbor excursion on the "S.S. Crescoent" for 50¢, and a daily trip to the U.S. Government and Curtiss Aviation centers on North Island. (The North Island ferry service and the Point Loma ferries were also in operation.)

In 1924 the Star & Crescent Boat Company began hauling petroleum to San Diego by barge, then by tanker and barge, and finally by large barges exclusively. Some years ago, however, S&C sold the oil distributorship to Tidewater Associated, and it also disposed of several of its tugs to the San Diego Transportation Company. The latter firm eventually pulled out of San Diego taking its tugs with it. Now Star & Crescent again handles all general harbor service. In the early 1960's Southern Pacific and Santa Fe joined forces to build a Los Angeles area-San Diego pipeline through which San Diego now receives its petroleum products. S&C from 1937 to 1952 operated the tanker, "San Diegan." The company also owned the tanker, "San Jacinto."

Down through the years S&C has owned and operated many ferries and excursion boats. "Estrella" was one of the latter. Presently it operates the excursion boats, "Silver Gate," the 500-passenger "Marietta" built in 1957, and the "Cabrillo", built in 1963. Tugboats now in service are the "San Miguel," "Laguna," and "Golden West." ("Challenger" was one of the best known tugs.) Oldest North Island ferries today are the large launches, "Victory I" and "Victory II". New and fast launches are the "43" and "44." Squareheads, used largely for heavy rush hour civilian and sailor traffic, are the "Point Loma" (1943-47 tons), "Del Mar" (1944-47), "Glorietta" (1944-47), "Ramona" (1944-47) and "Monterey" (1952-76 tons). The "Juanita" (1942-47 tons) was sold and as the "Bahia Belle" now runs on the cocktail circuit in Mission Bay. Yes, you may ride the North Island ferry. Pay 10¢. Stop over on the North Island and return on another boat for 10¢ more. Service 3-4 minute up to 20 minute headway, around the clock.

SANTA FE has placed an order for 60 3600 horsepower locomotives with Electro-Motive Division. The locomotives, SD-45's will cost \$17 Million..(Trainmen News))
 Passenger business is back to normal after the bus and air strikes of the past summer. Potash trains have been missing for the past couple of months. A few cars of potash were noted at the Tenth Avenue Terminal in mid-September.

SAN DIEGO AND ARIZONA EASTERN has placed crossing gates in service at Naples Street in Chula Vista. More gates are under construction at the Interstate 8 off ramp in La Mesa...In mid-September two more 600hp switchers arrived on the San Diego scene. One, the 1010, is an EMD SW-1, built in 1941. It differs from the 1005 only by having an ungainly spark arrester atop the hood. The other was a multiple unit 70 tonner Numbered 5106. It is still in the old colors. The two engines replace the 1110 which was returned to the SP for use up north, and the 5115 which is rumored to be heading for scrapping.....Business out of Plaster City is way off from the heavy business of a few years ago. Building and new construction in the southwest is off 50% from last year....A switch engine handling 8 cars struck a Greyhound bus on Oct. 2. Two persons were injured in the accident which took place at 12th and L Sts. in San Diego.....300,000 tons of alfalfa pellets are to be moved out of Imperial Valley to San Diego in the coming six months.

SOUTHERN PACIFIC has received some 45 EMD SD-45 diesels. The engines weigh 410,000 pounds and cost over \$290,000 each. They are numbered 8800-8844. Also on order or delivered are EMD SD-40's Numbered 8400-8448, Alco Century 630's and GE u-28-C's. Extension of the microwave system between Tucson and El Paso is to begin in 1967.

Timetables of CANADIAN NATIONAL, to be published October 30, will utilize the 24 hour clock system rather than light and dark type to designate a.m. and p.m. Use of the 24 hour system, declared Norman J. MacMillan, executive vice president, appears to be a universal trend, particularly in the transportation field. It's adoption by CN, he said, is also brought about by the use of mechanized or computerized information systems..(Railway Employees Journal))

Firemen had parked their eight ton truck on railroad tracks of the GREAT NORTHERN to fight a brush fire five miles east of Vancouver. When firemen returned to their vehicles to get more equipment they saw a GN passenger train bearing down on the truck. The train knocked the truck 50 feet in the air as firemen scattered. No passengers were injured...(Trainmen News))

- - - - - cut here - - - - - c u t h e r e - - - - -

To the Pacific Southwest Railway Museum Association, Inc.
 1521 West Hotel Circle, San Diego, California 92110.

Enclosed please find my donation in the amount of _____ for (Check one)

Name on plaque/___3 year cab-train pass/___1 year cab-train pass/___1 year train pass.

Name _____ Telephone _____

Address _____
 Number and Street City State Zip Code

Persons or organizations donating \$100 or more will have names placed on a plaque to be displayed with the locomotive and will receive a 3 year cab and train pass good whenever the engines are in use. Those donating \$50 will receive a 3 year train and cab pass, and those donating \$20 will receive a 1 year cab and train pass. \$10 will bring a 1 year train pass. Monthly donations may be made to acquire the pass of your choice. My monthly donation will be \$ _____ toward a _____ pass.

DONATIONS ARE TAX DEDUCTABLE!

The Pacific Southwest Railway Museum is dedicated to preserve and restore railroad equipment. Our ultimate goal is to obtain land in San Diego County and to build both an operating and static display of railroad equipment.

Why is this important, you might ask? To begin with the railroads played an important part in the expansion of our great United States into the land of today. How many of our youngsters today have ever looked at a steam locomotive in operation? How about the once familiar street cars and the one time familiar clicking of the telegraph instruments at depots all over the land? Not too many, you say. Well this is the basic purpose of a railway museum; to bring the past back to life for them to see and understand.

To achieve these goals the San Diego County Railway Museum Association was formed in 1959. The name was changed in 1964 to the present Pacific Southwest Railway Museum Association. The museum to date owns various pieces of railway equipment. Among the equipment may be found several types of section cars ranging from the hand cars of the past to the gasoline cars of today. The museum also owns three steam locomotives at this time. At least one street car is owned by one of our members, and a rare Fairmont gasoline passenger car is owned by the association (nearly restored).

Because we are unable to obtain property for a museum site in the San Diego area we are forced to temporarily send our steam locomotives to Perris, California, the site of Orange Empire Trolley Museum. The museum at Perris is the third largest of its kind in the United States.

Like many museums, PSRMA's big problem is raising funds to keep restoration projects under way. To finance the expenses necessary in this type operation the PSRMA depends on donations and dues paid by its members. Labor is provided by members and other interested volunteers.

The museum is a non-profit, tax-exempt organization. Much more support is needed to achieve the goal to which the Pacific Southwest Railway Museum is dedicated. Any kind of help is greatly appreciated, be it financial or just the labor of love.

Know any one who is interested in railroading and its history and equipment? If so send him to one of our meetings or let him contact one of our officers. Our monthly business meetings are held each month in the old El Cajon library building, which is located just across the street from the police station. That is on the triangle at Prescott Street Just east of Magnolia one block. The date of our meeting is the third Sunday of each month. And all comers are welcome to come out and meet our group.