

Report

Issue 32

Of the Pacific Southwest Railway Museum Assn.
Perris Grove, California

November, 1966

WORK PARTY AT PERRIS

Let's all go to Perris on Sunday, December 4. That is the date of our first work party for the purpose of reconditioning the Mojave Northern steam locomotive.

Herb Kelsey, our master mechanic, reminds us that we should be at Perris early as the work begins at 9:00 am. He also reports that the California Southern Railway Museum is putting us to shame as most of the cement has been removed from their No. 2. Most of it has been accomplished by one member.

Let's go members, don't let CSRM show us up. See you at Perris, December 4th.

SMV No 9 NEARS COMPLETION

Work has continued on the Santa Maria Valley railbus each Thursday evening. The windows are now nearly all in place, and not any too soon from the looks of the rain coming down this month.

On October 20, Kent Anderson applied the final sealer coat to the roof of the bus. Silver paint is to be applied to the roof soon, according to Herb Kelsey, PSRMA's master mechanic.

Additional work on the body of the bus is done each week in an effort to ready the bus for painting soon. Stan Kerr has provided us with skirts to go below the hood. Terry Durkin reports that National Steel and Shipbuilding is to make a radiator shell for us.

Now we need a radiator! Anyone who might have one, in good condition, naturally, please advise the Operations Dept. Measurements may be obtained from Herb Kelsey, Stan Kerr, or Walt Hayward.

YOUR BALLOT AND YOU

Ballots for PSRMA's annual election of officers has been included in this issue of the Report sent to regular qualified members.

It is imperative that you follow the instructions at the top of your ballot.

Where the instructions require your name and address PLEASE be sure to include your ZIP CODE.

Most important to you is the counting of the ballots. This will be done at our meeting on December 18. This will be accomplished in such a manner as to insure the secrecy of your ballot.

Please come out and meet your new officers for 1967.

NEXT REGULAR MEETING

PSRMA's next regular business meeting will be at 7:30pm, Sunday, December 18, 1966. It will be at the regular location in the old El Cajon Library, across the street from the Police station.

This is an important meeting. All members are urged to attend.

MORE ON RAILBUS

About all that remains to be completed to get the bus in operating condition is a motor. At present the motor for the bus is being overhauled by Doug Reynolds.

Early 1967, is the target date for completion of the restoration of the railbus, according to Kelsey. Let's all pitch in and help out. The museum needs all hands to help out if we are to achieve our goal of an operating museum.

LOCOMOTIVE FUND

Our locomotive fund has come along nicely during the past few months, but, still room for improvement. Our goal is about 50 percent complete. Let's go members we need help from more of you.

The following persons or firms have donated to the PSRMA's locomotive fund:

Stanton W. Kerr
Dwight Couch
Walter Hayward
Dick Pennick
Donald Decker
William Wootton
J. W. Sefton Foundation
John Andert
Robert L. Gaddie
Eric Sanders
William A. Kingston
John M. Cranston
Sibley Sellev
Warren F. Quon
Lt. J.G. Thomas W. Matson
Daniel McLean
Charles Kent
San Diego Model R.R. Club
Frank W. Cox
Jeff Cauthen
John A. Young
Phillip H. Goldman
Dennis White
Terry Durkin
Ben F. Woody

Thank You for your support!

IN THIS ISSUE

The last page of the Glossary Series is included in this issue. We hope you have found it useful and of interest.

A new series, "Definitions," will begin in this issue if room permits. This series will define terms as they are applied within Railroad Rules and Regulations of the Transportation Department. These terms will also be applicable to operating rules used in museum operations. These pages are part of a Educational Series set up by PSRMA's Operations Department.

POSITIONS OPEN IN MUSEUM

General Superintendent Walter Hayward announces that there are two openings in the Operations Department of PSRMA. We need a Costodian of Artifacts and Storekeeper-Purchasing Agent.

Hayward asked that anyone interested in either position please contact him. Both positions require time and work, and need to be filled immediatly.

OCTOBER WORKERS

Persons who were hard at work on the railbus during the month of October were Stan Kerr, Herb Kelsey, Doug Reynolds, Everette Mardock, Kent Anderson, Terry Durkin, Dan McLean, Chuck Gerdes, David Willoughby and Walt Hayward.

R E P O R T

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

Officers are:

Stanton W. Kerr, president
Lee B. Adams, vice president
Richard Pennick, secretary
Charles Gerdes, treasurer

Report Staff includes:
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60 YEARS AGO.....

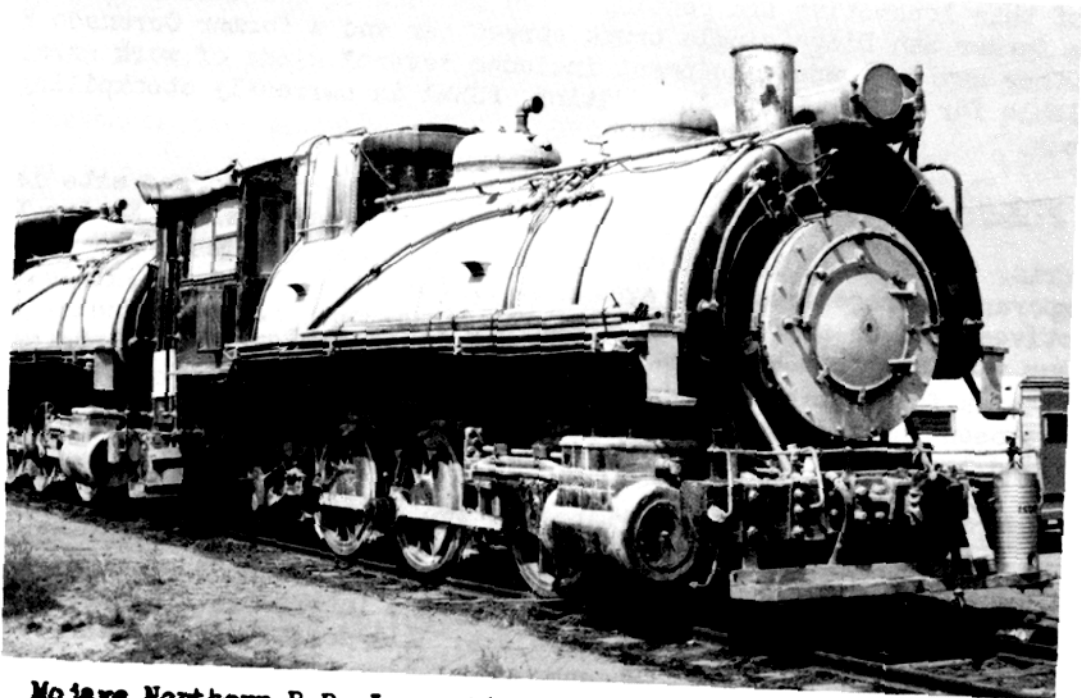
Ground was broken at the foot of 28th Street, San Diego, for the San Diego and Arizona Railway. The first shovel of dirt was thrown by Mayor John F. Forward.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION
of San Diego County - a California nonprofit corporation

proudly announces acquisition of
THREE STEAM LOCOMOTIVES AND A RAIL-BUS



Steam Locomotive No. 10 - donated to the Museum by Owner E. J. Lavino and Company, Sheridan, Penna. It is an 0-6-0 (tank) coal burner built in 1923 by Alco. (R. D. Crompton picture)



Mojave Northern R.R. Locomotive No. 3 - donated by the Southwest Portland Cement Company of Victorville, Calif. It is an oil burner built in 1923 by Davenport Locomotive Works.



You should see it now! Santa Maria Valley R.R. No. 9, donated by Sam Berkowitz of Santa Maria, has been restored.



Motor Car No. 6, formerly Santa Fe, is now owned by member Terry Durkin. Car is shown at Victoria, Baja California.

OBJECTIVES

The Pacific Southwest Railway Museum Association is a California nonprofit corporation organized to establish an operating and static railway museum in San Diego County. The Association plans to construct an operating railway, one mile or more in length and to assemble a static display of various types of railway and transit equipment. Through its portrayal of the colorful railway history of the Pacific Southwest, the Association will endeavor to provide an educational and historical facility of interest to all ages.

PROGRESS

As announced, the Association has been donated three locomotives, two of which are pictured on this sheet. The third locomotive is former Pickering Lumber Company (Tuolumne, Calif.) No. 10 built in 1912 for the Blue Jay Lumber Co. of West Virginia. This locomotive has been donated to the Association by present owner, the Connell Motor Truck Company of Stockton, California. Arrangements for the storage and restoration of this locomotive are pending. Two members of the Association jointly plan to restore a former San Diego single truck street car and a former Coronado Railroad Co. horse car. Other member owned-equipment includes several kinds of work cars. This equipment is available for museum use. In addition, PSRMA is currently stockpiling rail, ties and other items.

THE MUSEUM - STORAGE AND OPERATION

A temporary operating and storage site is available to the Association at the Orange Empire Trolley Museum in Perris, California (located on U.S. Highway 395, 80 miles north of San Diego). Two other temporary storage areas are available in San Diego County. Initial operation of the locomotives will be at Perris on a one-Sunday-a-month basis beginning in the spring. Museum visitors then may ride the PSRMA "train" and OET's trolleys and inter-urbans. The search for a permanent museum site in San Diego County continues. Several localities have been investigated and the Association is currently studying a proposed back country land lease.

ASSISTANCE IS NEEDED

Cost of transporting the two tank-type locomotives to Perris is \$3000. Other thousands of dollars are needed for the acquisition of additional equipment and for the lease of land. Members, who themselves are contributing, are soliciting donations from business firms and interested citizens. Any contribution - large or small - will advance the project. All donations are tax deductible on both state and federal tax returns. Museum memberships are available for \$3 contributing and \$5 regular. Join with us in our effort to provide the San Diego area with a new educational and historical attraction.

Museum address: Post Office Box 4081, San Diego, Calif. 92104. Telephone: 233-0379.

GLOSSARY

STRAFRAIL - Strap iron placed on wooden srtingers and used as rail in the early days.

STRAWBERRY PATCH - The rear end of a caboose as seen at night.

STRING - A number of cars coupled together.

SUPERIOR TRAIN - A train having precedance over another train.

SWING SHACK - The brakeman controlling the middle of a freight train.

SWITCH - A mechanical apparatus built at the juncture of two or more tracks. It allows one track to be connected to another and may be operated manually or automatically.

TALLOWPOT - Fireman.

TEA KETTLE - Any locomotive that is old and leaky.

THROUGH OR LIMITED TRAIN - A train designed to accomodate through traffic.

THOUSAND MILER - The dark blue shirt favored by railroaders because it does not show dirt when worn for long periods.

TOAD - Derailing device.

TOE PATH - Running board or walkway along track.

TRAIN- An engine or more than one engine, coupled, with or without cars, displaying markers.

TRAIN LINE - The pipe and hose connections running the full length of a train to supply air to the brake system. (Also called Brake Pipe).

TRICK - The tour of duty usually beginning each eight hours.

THROW A SWITCH - To disconnect one track and connect another.

VARNISH - Passenger cars or train.

WALK THE DOG - To make extra fast speed with a freight train.

WABASH - A sideswipe tpe collision caused by cars not being clear of adjacent track.

WASHOUT - A violent emergency stop signal.

WAY TRAIN - A local that stops at most stations between terminals to perform work or loading and unloading of traffic.

WHEEL - To run at a very high speed.

WHITE FEATHER - The plume of steam over safety valves that indicates high boiler pressure.

WHISTLING POST - A signal post erected near stations, grade crossings, bridges, ect, requiring the engineer to blow the whistle.

WILD TRAIN * An extra train, may also mean a runaway train.

WIND - Air used in air brake system.

Wye - "Y" tracks used to turning of locomotives and cars.

YARD - A system of tracks and switches used to store and classify cars.

GLOSSARY

YARD GOAT - Switching locomotive.

ZULU CAR - Immigrant car.

ADDITIONS:

SNAKE - Switchman.

REAL ESTATE - Coal.

DEFINITIONS

Definition of Terms as they are applied to the Rules and Regulations of the Transportation Department.

ABSOLUTE-PERMISSIVE BLOCK. A block within which the movement of trains on a designated section of track or tracks is directed by signals automatically controlled and without train-order authority and without superiority of trains.

A-FB. Abbreviation for Absolute-Permissive Block.

ABSOLUTE SIGNAL. A home signal, the indications of which authorize and govern the movement of trains and engines and supersede the superiority of trains.

APPROACH SIGNAL. A fixed signal used in connection with a home signal to govern the approach thereto.

AUTOMATIC BLOCK SIGNAL SYSTEM. A series of consecutive blocks governed by block signals actuated by a train, or by certain conditions affecting the use of a block.

ABS. Abbreviation for Automatic Block Signal System.

ATS. Abbreviation for Automatic Train Stop.

BLOCK. A length of track between consecutive home signals governing in one direction; or from a home signal to sign reading "End of Block" or "Block System Limit"; the use of which by trains is governed by block signal.

BLOCK SIGNAL. A fixed signal at the entrance of a block, or within a block, to govern trains entering and using that block.

BLOCK SYSTEM. A series of consecutive blocks within A-FB, ABS, CTC and interlockings.

CENTRALIZED TRAFFIC CONTROL. A method of operation by means of which the movement of trains over routes and through blocks on a designated section of track or tracks is directed by signals and controlled from a designated point without requiring the use of train orders and without superiority of trains.

CTC. Abbreviation for Centralized Traffic Control.

CONTROLLED SIDING. A siding within CTC which may, or may not, have block signal control between fouling points on siding.

CROSSOVER. A connection between two adjacent parallel tracks.

CURRENT OF TRAFFIC. The movement of trains on a main track, in one direction, specified by the rules.

DISTANT SIGNAL. A fixed signal used in connection with a home signal to govern the approach thereto.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

November 1, 1966

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