

Report

Of the Pacific Southwest Railway Museum Association, Inc.

Issue 33

Lemon Grove, California

December, 1966

Season's Greetings

RAILBUS IS MOVED

PSRMA's railbus, the Santa Maria Valley No. 9, has been on the move. On Saturday, December 3, it was moved from the site on Beaumont Drive in La Mesa to our temporary storage yard at 12067 Riverside Drive in Lakeside.

Herb Kelsey, master mechanic, wishes to thank the following members who were on hand to help with the moving of the bus: Stan Kerr, Everette Mardock, Lee Adams, Dick Pennick, Walt Hayward, Bill McCray, and Doug Reynolds.

The museum extends special thanks to Mr. Walter Barber, Jr. for his help in the move. Mr. Barber made the movement of the bus possible through the loan of a truck and trailer.

Although the railbus has been moved, it still remains to be placed on rails. To accomplish this a work party was scheduled for December 10.

SOUNDS OF STEAM

Librarian Ted Grove has been working on a project to produce records of the sounds of steam locomotives still operating in the west.

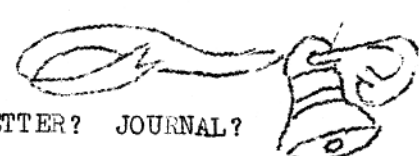
The recordings were made on the Magma Arizona RR, White Mountain Scenic RR, and the Silverton Branch of the D&RGW Railroad.

Grove has given PSRMA all rights to the records to be made from his recordings. Expect to hear more about this at our December 18 meeting.

MUSEUM ACTIVITIES

Thursday night work parties have been discontinued.....There will be one all day work session each month on dates to be announced.....PSRMA needs a Superintendent of
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REPORT? NEWSLETTER? JOURNAL?



It has been proposed at times that these publications be merged. The idea behind the proposal being that all the groups could get all the news and a better paper. PSRMA's board of directors approved that a study be made to obtain more data on the costs and operations of such a publication. The feelings of the membership of each group must also be known. Drop your editor a card and give him your feelings on the proposal.

MORE ON ACTIVITIES

Static Artifacts. Interested? Contact Walt Hayward.....Sorry about that, but a work party scheduled for December 4, at OET, to work on Mojave Northern No. 3 was rained out....Another try will be made in the near future, the date is to be announced.....Officers for 1967 will be announced at the meeting for December, the ballots will be counted then..... The meeting will be held on December 18 at 7:30pm in the old El Cajon library, located on the triangle in the second block south of Main Street, just across the street from the police station..... Come out and meet your officers for '67, Bring a friend, too!.....

* * * * *

ZEPHER TO BE DISCONTINUED

A recent article in the San Diego Union noted that the Burlington Route's Texas Zepher between Dallas and Denver would be discontinued. The removal of the trains which consumed approximately 20 hours in each direction was approved by the Interstate Commerce Commission.

On August 27, 1966, the Santa Fe's first unit train rolled out of York Canyon in New Mexico's Sangre de Cristo Mountains. The train's destination was the giant Fontana plant of the Kaiser Steel Corporation. The train consisted of nine diesel units and eighty-four 100 ton, blue and black coal cars. The unit train will make a round trip every four days, covering 2,164 miles, the longest precision scheduled unit train in the United States.

The first train was a test train. Regular unit train service began on September 28. The Santa Fe purchased 101 special gondola cars and 11 diesel locomotives especially for this service.

The New Mexico coal mine in York Canyon is owned by Kaiser Steel. To reach the mine the Santa Fe built a 37 mile branch northeast from French, New Mexico. The new line passes through Dawson, once the end of the Southern Pacific's recently abandoned Tucumcari - French branch.

In the building of the new York Canyon line over 395,000 cubic yards of rock and 1,590,000 cubic yards of earth were excavated and used in the embankment. Of 23 bridges built, the longest was 280 feet. In all 8,637 tons of 131 pound rail were placed on more than 114,800 crossties. Underneath was 108,157 cubic yards of ballast.

The new branch has the longest continuous welded rail in the U.S. The longest single piece of rail is 21 miles. No clickety-clack here!

This is the realization of 15 months and four million dollars worth of engineering and construction work.

The mine facilities are owned by the Kaiser Steel Corporation and have a capacity of 400 tons per hour. The coal is crushed, washed and graded at the mine site before being loaded into the cars. The cars can be loaded in about 1 minute each.

More deposits of coal remain in the Arizona - New Mexico areas served by the Santa Fe. Look forward to more development and more unit trains in the future of the ever growing southwest.

M E E T I N G N O T I C E

A Regular business meeting of the Pacific Southwest Railway Museum Association, Inc., will be held at the time and location noted below. One important event of the day will be the counting of ballots.

Location: Old Library Building in El Cajon.

Time and Date: 7:30pm December 18.

R U S T Y R U L E S

by Dick Pennick

(A continuing series of interesting rules taken from old employees' timetables)

From San Diego & Arizona Ry, timetable No. 14, February 10, 1918.....

"Trains operating between National City, Chula Vista and Salt Works will work under Yard Rules, and between National City and Chula Vista will be governed by current Time Table of the San Diego Electric Railway."

REYNOLDS APPOINTED STOREKEEPER

ISRMA has appointed Douglas Reynolds as storekeeper. He replaces Terry Durkin, who resigned the position recently.

The storekeeper is responsible for the purchase of materials used to keep museum projects on the move. Among the items used by the museum or soon to be used are sheet metal, paint, sand and automotive parts.

The job of storekeeper is one of the museum's busier activities.

SANTA ROSALIA RAILROAD

Another of the railroads of Baja California is brought back to life. Read about this little known line in the upcoming issue of THE DISPATCHER, out about December 31. 25 cents per copy. Write, DISPATCHER, 7861 Normal Ave, La Mesa, California 92041.

R E P O R T

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

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DEFINITIONS

DIVISION. That portion of a railroad assigned to the supervision of a Superintendent.

DOUBLE TRACK. Two main tracks, on one of which the current of traffic is in a specified direction, and on the other in the opposite direction.

DUAL CONTROL SWITCH. A power operated switch which is also equipped for hand throw operation.

DUMMY MAST. A short mast placed on top of a bracket post or bracketed to the side of a signal mast, to indicate another track between the bracket post or signal mast and the track or tracks for which signals are provided.

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 a time-table schedule. It may be designated:
Extra: For any extra train except work extra.
Work Extra: For work train extra.

FIXED SIGNAL. A signal of fixed location indicating a condition affecting the movement of a train, such as train-order, interlocking, absolute or automatic block signal; switch; stop signs; yard limit signs or speed signs.

GRADE SIGNAL. An automatic home signal distinguished by a disk bearing the letter "G" on signal mast.

HOLIDAYS. When this term is used in timetables, timetable bulletins and train orders, it will apply to the following days:

New Years Day, January 1st.	Labor Day, first Monday in September
Washington's Birthday, February 22nd.	Thanksgiving Day, fourth Thursday in November.
Decoration Day, May 30th	
Independence Day, July 4th.	Christmas Day, December 25th.

HOME SIGNAL. A fixed signal at the entrance of a block or route to govern trains entering and using that route or block.

INTERLOCKING. An arrangement of signal appliances so interconnected that their movements must succeed each other in a predetermined order. It may be operated manually or automatically.

INTERLOCKING LIMITS. The tracks between the opposing home signals of an interlocking.

INTERLOCKING SIGNAL. A home signal of an interlocking.

MAIN TRACK. A track extending through yards and between stations, upon which trains are operated by timetable or train order or both, or the use of which is governed by signal indication.

OVERLAP POST. A post installed when necessary to mark the limit of control of a block signal.

PILOT. An employe assigned to a train when the engineer or conductor is not acquainted with the rules or portion of the railroad over which the train is to be moved.

REGULAR TRAIN. A train authorized by a timetable schedule.

SCHEDULE. That part of a timetable which prescribes class, direction, number and movement for a regular train.

SECTION. One of two or more trains running on the same schedule displaying signals or for which signals are displayed.

DEFINITIONS

SIDING. A track auxiliary to the main track for meeting or passing trains.

SIGNAL ASPECT. The appearance of a fixed signal conveying an indication as viewed from the direction of an approaching train.

SIGNAL INDICATION. The information conveyed by the aspect of a signal.

SINGLE TRACK. A main track on which trains are operated in both directions.

SPEEDS. Medium Speed: A speed not exceeding forty miles per hour.

Restricted Speed: Proceed prepared to stop short of train, obstruction, or switch not properly lined and to look out for broken rail not exceeding twenty miles per hour.

Slow Speed: A speed not exceeding twenty miles per hour.

With Caution: To run at reduced speed, according to conditions, prepared to stop short of a train, engine, car, misplaced switch, derail or other obstruction, or before reaching a stop signal. Where circumstances require, train must be preceded by a flagman.

SPRING SWITCH. A switch equipped with a spring mechanism arranged to restore the switch points to normal position after having been trailed through.

STATION. A place designated in the timetable by name.

SUBDIVISION or DISTRICT. A portion of a division designated by timetable.

SUPERIOR TRAIN. A train having precedence over another train.

TIMETABLE. The authority governing the movement of trains subject to the rules. It contains the classified schedules of regular trains, and special instructions.

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

TRAIN OF SUPERIOR CLASS. A train given precedence by time table.

TRAIN OF SUPERIOR DIRECTION. A regular train given precedence in the direction specified by timetable as between opposing trains of the same class.

TRAIN OF SUPERIOR RIGHT. A train given precedence by train order.

TRAIN REGISTER. A book or form used at designated stations for registering signals displayed, the time of arrival and departure of trains and such other information as may be prescribed.

YARD. A system of tracks within defined limits, other than main track and siding, provided for the making up of trains, storing of cars and other purposes, over which movements may be made without train order authority, but subject to direction of a yardmaster, if on duty, and such rules, instructions and signals as may be prescribed.

YARD ENGINE. An engine assigned to yard service.

YARD LIMITS. The territory between signs placed adjacent to main tracks to designate the points between which engines may operate on main track without train-order authority or timetable authority, and within which limits engines and certain trains are restricted in their movement on all tracks.

NEWS OF THE PACIFIC SOUTHWEST CORNER
SAN DIEGO ELECTRIC RAILWAY COMPANY:

The last motorman to operate a street car in San Diego passed away recently in San Diego. He was Nils A. Holmquist, who was the senior operator when he retired with the electrics in 1949.

SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY:

Crushed rock ballast has been spread at various places along the El Cajon line, especially along Imperial Avenue east of Encanto.

Archives of the San Diego and Arizona Railway were recently given to the UCSD Library. The collection contains 3000 documents relating to the lines business during the first 30 years.

Engine 1005 has been replaced by engine 1013. The 1005 is rumored to be headed for scrapping.

23 cars of alfalfa pellets destined for the Orient were handled last month. About 18 cars of cotton also arrived for Thanksgiving.

Caboose 1071 is back in town sporting a new paint job after a trip to Los Angeles for shopping. It is regularly assigned to trains 451 and 452.

Effective November 27, 1966, the station at Tierra del Sol was renamed HIPASS. The name Hipass was used there until before. It was changed in 1956.

The SD&AE main line through Chula Vista may be rerouted to the west of Montgomery Freeway. If so it will be done before the highway is widened to 8 lanes.

SAN DIEGO TRANSIT SYSTEM:

City take over of bus service may be held up because of objections filed by charter bus operators in the San Diego area. They protested the operation of SDTS's charter service by the city.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT:

Due to open in April is a joint bus terminal for SCRTD and Western Greyhound. The terminal will cover most of the block bounded by 6th, 7th, Los Angeles and Maple streets in Los Angeles. The roof of the structure will provide parking, the second floor will be for the use of Greyhound. The first floor will be a pedestrian concourse while SCRTD will use the basement level.

SANTA FE:

300 cars of potash from Carlsbad were being processed through the bulk loader at the end of November.

Income for the first three quarters of 1966 amounted to \$541, 706, 633 before taxes and expenses. The total net income for the same period was \$68, 657, 812.

On October 24, a 2450 mile microwave network was opened between Chicago and Los Angeles. The first microwave installation was placed in service in 1952 between Galveston and Beaumont, Texas.

The Santa Fe Magazine is 60 years old this month. 720 issues so far.

Coming west into Barstow recently on train 23 and going out on 20 were the new G. P. U-28-C roadswitcher units in passenger colors and equipped for passenger service with steam operators.

motive Power in and out of San Diego remains about as usual with the Alco's and F-7 EMD covered wagons on passenger and 700's, 800's, 900's, 1200's 1300's 1400's and 1700's on Freight.

RAIL TRIPS COMING UP:

Railway Historical Society of San Diego is planning an ORANGE SHOW SPECIAL in March of 1967. Trip will use regular San Diegan service between San Diego and Pico-Rivera. There is a choice of the Orange Show or Redlands Loop trip..That's March 11.

Orange Empire Trolley Museum is running a five car special on its annual Cajon Inspection Trip. You can see the new SP line in Cajon pass and photo stops are in the offer. Trip is limited in the number of persons. Fare \$11.00, Pasadena to Barstow and return. O. E. T., P. O. Box 548, Perris, California 92370.

NEWS OF THE SOUTHWEST CORNER

CAR 54 WHERE ARE YOU GOING?

Car 54 of the Railway Historical Society is virtually completely rebuilt the biggest job left is painting. The car which was at one time a cable car and later rebuilt and electrified has recently been a political football. It has been in the news recently due to problems concerning the Whaley House property and San Diego's 200th anniversary. It is to be moved soon according to the RHS Newsletter, but a location has not been announced.

RHS of SD ANNUAL DINNER AND INSTALLATION OF OFFICERS:

Monday, January 9, 1967, 8:00 p. m. at the Midway Chuckwagon, 2855 Midway Drive, near Rosecrans. Dinner, Movies and door prizes are planned. \$3.50 per person includes all. For details contact Railway Historical Society of San Diego, P. O. Box 9351, San Diego, California 92109.