

Report

Of the Pacific Southwest Railway Museum Association
Lemon Grove, California

Issue 35

February, 1967

E. J. LAVINO NO 10 TO BE STEAMED UP

Yes, E. J. Lavino and Company's No. 10, an O-6-OT coal burner, has arrived at Perris. She will be all fired up and steaming happily at the Orange Empire Trolley Museum on February 25, in connection with OET's anniversary. By the time you receive this publication the state inspector will have looked the ten spot over and a work crew will have moved the locomotive from Santa Fe track onto that of the museum's. The engine arrived at Perris on Tuesday, January 31, after a 2100 mile journey.

The locomotive departed from E. J. Lavino and Company's Sheridan, Pennsylvania plant on its own wheels and was loaded on a flat car at Reading, Pennsylvania, for the long trek west. At San Bernardino the engine was unloaded and back on its own wheels for the final lap to Ferris.

Museum members recieved quite a shock when the engine arrived in San Bernardino with many parts missing, such as whistle, builder's plates and other small appliances. To avoid the possibility of theft and vandalism, these parts were removed before shipment of the locomotive. They were all safe however, tucked away inside the smokebox of No. 10.

A work party under the direction of General Superintendent Hayward will be laboring away on February 11 and 12 at the not so easy task of leap frogging the engine from the end of track to OET.

We hope that you were there to help with the moving of the engine, and even more hope you can be there to see her in action on February 25, when PSRMA fires up a locomotive for the first time.

MEETING AT NEBO HALL

The February meeting of the Pacific Southwest Railway Museum will be held at Nebo Hall, 4726 Nebo Drive, La Mesa. The hall is located directly below the La Mesa Model Railroad Club. The date is February 19, 1967, at 7:30 p.m.

A grand time was had by all at the January meeting. Officers were installed, and a good meal consumed before the real treat of the evening. Two movies were shown of various operations within the vast Santa Fe system. The first to be

FEATHER RIVER RAILWAY DONATES ENGINE

It looks as though Friday, the 13th, was our lucky day. On that day PSRMA president Terry Durkin was notified that the Georgia Pacific Corporation had donated shay number 3 of the Feather River Railway to the museum.

Because this locomotive must be placed on exhibit, it, too, will be placed at Perris for the time being.

The shay was built by Lima in 1923, shop number 3221. It weighs 204,704 pounds, is oil burning, and has a water capacity of 40,400 gallons.

Sorry we do not have a picture of this locomotive to print in this issue. If you have back issues of Trains Magazine, a picture of the 3 may be found on page 10 of the September, 1965 issue.

The locomotive's last monthly inspection was in 1966 and it was last used in 1965.

MEETING CONTINUED

shown was a good representation of the various services offered by the Santa Fe. The subjects ranged from Automobile traffic to the installation of Welded rail.

The other flicker showed the two methods employed by the Santa Fe to weld standard 39 foot rail sections into the 1440 foot lengths used in most ribbon rail installations.

Have you ever wondered how the air brake system worked? Your editor will try to explain it at our next meeting, time permitting, and if he can finish making some charts to graphically show basically what happens in the brake system. By-laws changes should be presented for vote by members in February.

PSRMA members in December authorized Terry Durkin to negotiate with other organizations for disposal of ex-Pickering Lumber Company No. 10. It was approved that the locomotive could be transferred to further other projects of the museum, provided it was not scrapped.

An agreement has been reached with the Pacific Locomotive Association to transfer the locomotive to them for \$400, which represents services rendered by PSRMA. The engine will be used by FLA to furnish parts for other similar locomotives which they own. PSRMA reserves the option to fifty percent of any proceeds should the locomotive be destroyed for scrap. The proposed agreement will be presented to our members at the February meeting for approval.

PENNICK APPOINTED EXCURSION DIRECTOR

President Durkin recently appointed Richard Pennick to the post of PSRMA Excursion Director. Pennick replaces Wally Duthie who has been excursion Director for several years.

Duthie will remain on contract to operate trips for the museum, and will continue to use the museum's office at 1050 Kettner Blvd in San Diego.

AVOCADO SPECIAL CALLED OFF

The museum's board of directors have recommended that the Fallbrook excursion trip scheduled for May 6, be cancelled. The Fallbrook group plans to operate their own trains from both San Diego and Los Angeles this year.

The Avocado group felt that the PSRMA had not lived up to the 1966 agreement in sharing funds raised by ticket sales. Although the problem appeared to be one of misunderstanding, it appears that a withdrawal by PSRMA would be in order to prevent a possible loss on the trip.

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:

Terry Durkin, president
Lee Adams, vice president
Eric Sanders, secretary
Charles Gerdes, treasurer
Charles Kent, Report editor

Our locomotive fund has come along greatly, but more help is needed. The following persons have donated, have you?

Stanton W. Kerr, Dwight Couch, Walt Hayward, Dick Pennick, Donald Decker, William Wootton, J. W. Sefton Foundation, John Andert, Robert Gaddie, Eric Sanders, William A. Kingston, John M. Cranston, Sibley Sellow, Warren F. Quon, Daniel McLean, Lt. J.G. Tom W. Matson, 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, Edithe McLaren, Ed Fletcher Co, Courtesy Chevrolet.

Thank You for your help!

R U S T Y R U L E S
by Dick Pennick

From TRONA RAILWAY CO. Timetable No. 17, June 9, 1935.

"Conductor will test portable telephone assigned to Trona Railway Coach each Friday evening by calling Operator at Trona and upon receiving answer, Conductor will say "Phone Test," and this will be acknowledged from Trona, after which the instrument may be disconnected."

From NEVADA NORTHERN RAILWAY CO. Timetable No. 69, April 15, 1945.

"Decoy water tank has been taken out of service. Main Line trains will take water at Shafter instead of Decoy. Water must be taken just before train departs from Shafter in order to insure a sufficient supply to reach Currie."

RAIL LAYING BEGANS ON NEW CAJON LINE

Track laying on the Southern Pacific's new line between Palmdale and Colton was scheduled to began on January 30. The laying of track will be started from the Palmdale end of the new cut-off.

All of the bridges on the new line will feature prestressed concrete girders. One bridge, near Colton, will have the longest concrete girders in use on any railroad in the world. The girders will be 86 feet long. The maximum length for most other structures on the line is 45 feet.

The line will have no tunnels and will have 45 bridges and grade separations. So far 60 miles of grade has been completed with 10 more miles 70% complete. Trains will be running by this coming summer.

CLASSIFICATION of LOCOMOTIVES

Whyte System

TYPE	WHEEL ARRANGEMENT	NAME	TYPE	WHEEL ARRANGEMENT	NAME
0-4-0	000	4-WHEEL SWITCHER	2-10-4	4000000000	TEXAS
0-6-0	4000	6-WHEEL SWITCHER	4-4-0	40000	AMERICAN
0-8-0	40000	8 WHEEL SWITCHER	4-4-2	400000	ATLANTIC
0-10-0	400000	10 WHEEL SWITCHER	4-4-4	400000	JUBILEE
0-10-2	4000000	UNION	4-6-0	400000	10 WHEELER
2-4-2	40000	COLUMBIA	4-6-2	4000000	PACIFIC
2-6-0	40000	MOGUL	4-6-4	40000000	HUDSON
2-6-2	400000	PRAIRIE	4-8-0	4000000	12 WHEELER
2-8-0	400000	CONSOLIDATION	4-8-2	40000000	MOUNTAIN
2-8-2	4000000	MIKADO	4-8-4	400000000	NORTHERN
2-8-4	40000000	BERKSHIRE	4-10-0	40000000	MASTODON
2-10-0	4000000	DECAPOD	4-10-2	400000000	SOUTHERN PACIFIC
2-10-2	40000000	SANTA FE	4-12-2	4000000000	UNION PACIFIC

TYPE	WHEEL ARRANGEMENT	NAME
0-6-6-0	4000000	MALLET COMPOUND
2-6-6-0	40000000	MALLET COMPOUND
2-6-6-2	400000000	MALLET COMPOUND
2-6-6-4	4000000000	SIMPLE ARTICULATED
2-6-6-6	40000000000	ALLEGHENY
0-8-8-0	400000000	MALLET COMPOUND
2-8-8-0	4000000000	MALLET COMPOUND
2-8-8-2	40000000000	SIMPLE ARTICULATED
2-8-8-4	400000000000	YELLOWSTONE
2-8-8-8-2	40000000000000	TRIPLEX
2-8-8-8-4	400000000000000	TRIPLEX
2-10-10-2	4000000000000	MALLET COMPOUND
4-4-4-4	400000000	4 CYLINDER NON ARTICULATED
4-4-6-4	4000000000	4 CYLINDER NON ARTICULATED
4-6-6-4	40000000000	CHALLENGER
4-8-8-4	400000000000	BIG BOY

STEAM LOCOMOTIVES are usually referred to by their classification in the Whyte system, developed by a New York Central official, which uses a series of numbers to show the number of pilot-truck wheels, drivers, and trailing truck wheels- for example, the early "American" type is a 4-4-0, which means that it has a four wheel pilot truck, two pairs of coupled drivers, and no trailing truck. Each group of drivers on articulated and multi-cylinder nonarticulated locomotives is shown separately- the Union Pacific's "Big Boy," the worlds biggest steam locomotive, is a 4-8-8-4. "Tank" locomotives, which have no separate tender but carry their water and fuel in tanks and bunkers on the locomotive itself, are designated by a "T" following the wheel arrangement; for example, 0-6-0T.

Electric and diesel locomotives are designated by the number of axles, non-powered axles are designated by numbers, powered axles by letters. The small locomotives used on many electric lines, diesel switchers, and many diesel freight units are "B¹B," indicating that they have two four wheel power trucks; many diesel passenger units are "A¹A¹A," since they have two 6-wheel trucks with only the first and third axles powered. "C¹C" would indicate a six wheel truck with all three axles powered. "D¹D" indicates an eight wheel truck with all four axles powered.

While the above chart does not show all of the locomotive types that were used, it covers the common types of steam locomotives found in the United States.

RAILROAD MORSE CODE

The railroad morse code has twelve letters that are different than those used in the Continental Morse Code. The twelve letters are: c, f, j, l, o, p, q, r, x, v, and z.

In the following code the characters below will indicate dots, dashes, and spaces as indicated:

- dash . dot
x A space in the combination that forms the letter.

A .-	F .--	K -.-	P.....	U .-.	Z ...x.	5 ---
B -...	G --.	L -	Q .-.	V ...-	1 .--.	6
C ..X.	H	M --	R .x..	W .--	2 ..-..	7 ---.
D -..	I ..	N -.	S ...	X .-..	3 ...-.	8 -....
E .	J -.-.	O .x.	T -	Y ..x..	4.....-	9 -.-.

Zero is same as letter "O". Sometimes a short dash is used for a big "O".	Period ..--.	Exclamation ---.	Colon -.-x.x.
	Comma --.	Apostrophe ...x.--.	Paragraph ----
	Question ---.	Dash -.-x.-..	Begin " x..
	& .x...	Capital ..x.x.--.	End " x.x..

ABBREVIATIONS USED IN RAILROAD TELEGRAPHY

C&E for conductor and enginmen	No Number
OK As provided in the rules	Eng Engine
Min Minutes	Sec Section
Junc Junction	Opr Operator
Frt Freight	9 To clear the line for train orders, and for operators to ask for train orders.
19 or 31 For train orders as provided in the rules.	

The usual abbreviations used for the names of months or stations may be used.

LOCOMOTIVE WHISTLE SIGNALS

"-" indicates long sound	(	double track)	To call attention of trains in the same direction only.
"o" indicates short sound	(1) --o-		Approaching public crossings at grade, tunnels, and obscure curves.
(a) o Apply brakes. Stop	(m) ---		One mile before feaching stations, junctions, draw-bridges, rail road crossings at grade and mail cranes.
(b) - - Train ready to proceed. Must also be given after stopping at a railroad crossing not protected by interlocking.	(n) --o		Approching waiting or meeting points.
(c) -ooo Flagman protect resr of train	(o) o-		Inspect brake pipe for leaks or for brakes s sticking.
(c-e) oeo- Flagman protect front of train.	(p) oooooooo		Alarm for persons or live stock on track.
(d) - - - - Flagman return from west.	(r) oo-		Engineer of second engine take control of air brakes.
(e) ----- Flagman return from east.	(s) oo oo		Engineer of second engine assist in recharging of brake pipe.
(f) --- Train Parted.			
(g) o o Answer to (k) or any other signal not otherwise provided for.			
(h) ooo When standing, back. Answer to hand or communicating signal to back.			
(j) oooo Call for signals.			
(k) -oo (Single track) To call attention of engine crews and train crews of trains of the same class, inferior trains and yard engines to signals displayed for a following section.			

(to be continued with communicating whistle signals.)

SOUTHERN PACIFIC COMPANY:

The SP was one of the railroads which provided free transportation for the National Christmas tree. The tree, from California's high Sierra, was donated by the Pacific Gas and Electric. It rode over the SP from Colfax, California to Salt Lake City, on an 85 foot piggy back flat car. (SP Bulletin). A free breakfast is now being served to Lark Pullman passengers. The Continental breakfast includes a choice of fruit juices, breakfast rolls, and coffee, tea or milk. The breakfast is also available to chair car passengers at a cost of 25 cents. (SP Bulletin)....In 1966, the road carried 46, 000 carloads of sugar beets....Last month 35 cars were piled up at Burbank Jct, tying up both the Coast and Valley routes into LA. More recently a test train was operated near Ventura to try to find out the cause of the wreck. Officials said that this train could also be wrecked.....Snowsheds which at one time covered 40 miles of the Donner line have now dwindled to a little over 3 miles. The line was closed during January when several diesels were derailed in the remaining sheds.....

SAN DIEGO AND ARIZONA EASTERN RAILWAY COMPANY:

In the first 11 months of 1966 the road reported 10,431 carloadings, 87 less than for the same period in 1965. Trains on the main line are shorter than a year ago, the average is now about 25 or 30 cars out of San Diego. The El Cajon line traffic has dropped off to only about 9 or 10 cars to train, compared to around 20 a year ago. Much crushed rock ballast has been placed between Grossmont and El Cajon.

ATCHISON TOPEKA AND SANTA FE:

A large passenger train was into town last month consisting of five diesel units, 13 pullmans(ATSF, GN, UP), a ATSF snack car, two diners and a baggage car.. (Dispatcher).....Recently seen leaving town a very short passenger train 2 Alco units and 2 coaches.....Christine was in town too. Number 51, the Alco re-engined with EMD power plants.....The first week in February brought very heavy movements of Potash through the port of San Diego. The unloading is a very interesting bit of railroading, using San Diego's only "hump-retarder" operation...

LINDBERGH AIR TERMINAL:

The new air passenger terminal on Harbor Drive is to be dedicated and placed in service this month...Nearly 2,000,000 passengers passed through the terminal in 1966, despite the strikes of last summer.....

RAILWAY HISTORICAL SOCIETY OF SAN DIEGO:

An excursion from San Diego to the Orange Show in Pomona is planned for March 11, 1967. It will use San Diegans between San Diego and Los Angeles. An optional trip over the remaining portion of the Redlands loop. Officers for 1967 are: Clifford Skeen, president; Mrs. Gladys Skeen, first vice president; Donald Decker, second Vice president; Alden Morse, third vice president; Tommy Mann, recording secretary; Barbara Thomson, corresponding secretary; and Fred Finke, treasurer.

SOUTHWEST RAILWAY LIBRARY:

Officers for 1967 are: Douglas Duncan, president; Jack Stodelle, vice president; Eric Sanders, secretary; and John Andert, treasurer. Meetings are held irregularly the third Friday of the month at the Santa Fe station.

FORT AUTHORITY TRANS-HUDSON:

A New Jersey commuter group has called for the dropping of the Alden Plan, a proposal for improving mass transportation in New Jersey. The plan was to bring Jersey Central trains into Penn Station, replacing the ferry service now used. Railroad spokesmen said that there would be fewer trains operating under the plan and that the trimming of trains would be necessary to trim operating deficits. The commuter group termed the plan "proposed degradation," and said that the plan would increase travel time, provide a poor and inadequate pattern of service. According to the article (above) in the November 23, 1966 Evening Times of Trenton, N. J. Pennsylvania-Jersey Central service would be consolidated in January. More hearings were due on the 24th of November.....

R-35-4 NEWS OF THE PACIFIC SOUTHWEST CORNER
LA MESA MODEL RAILROAD CLUB, San Diego Model Railroad Club, and the Pacific Beach and Western Railroad are holding a banquet at the Campus Chuckwagon, near College and El Cajon on Saturday, March 4. The time is from 8 to 10 p. m. The fare will be \$3.00 per person. The occasion is commemorating the driving of the golden spike, connecting six scale miles of track, at the La Mesa Club, 4726 Nebo Drive, La Mesa. The spike driving ceremony will follow the banquet, taking place at the LMRRRC layout, about 10:30 p.m. If you are interested, contact a member of one of the clubs.

PACIFIC SOUTHWEST RAILWAY MUSEUM MEMBERS should note that it is dues time again. Dues are \$5.00 for regular members and \$3.00 sustaining. Please contact Charles Gerdes, treasurer, if you wish to join up. Old members should send their dues to Gerdes at 10642 Garden Way, Spring Valley, California 92077, or better yet attend a meeting and see him in person. And don't forget, we need still more help to pay the bills on our locomotives.

PARK BELT LINE: Portions of the short-lived Park Belt Motor Road railroad grade are still discernible in Wabash Canyon near Nile Street.

Completed in 1888, the line ran steam-dummies between 18th and "A" streets in San Diego, and the undeveloped tracts of Steiner, Klauber, Chote, and Castle in what was called University Heights. It terminated at 5th and Fir streets after going by way of University Avenue. The total mileage being about ten miles.

Cuts and fills of the old grade can be seen along the west side of the canyon below Haller Street, and below 36th and Myrtle, where the line made a sharp curve to the south before negotiating the canyon's east side. After turning and twisting along the canyon wall, the tracks reached the rim again at the foot of what is now 38th street, below Redwood. A good section of this east-side road bed can also be seen.

However, within this year, a new freeway will obliterate most, if not all of the old grade in the canyon. For those wishing to take pictures or just look, a short walk to the canyon rim from Spokane and Thorn streets offers a good vantage point. The more adventuresome could of course hike along the old grade and maybe reward their efforts with an old spike or other souvenir...(Richard Pennick)

NEWS SUPPLEMENT

R. J. LAVINO LOCOMOTIVE NO. 10 will not be ready for steaming up on February 25, as has been reported in this issue of the Report. The locomotive was expected to be ready to participate in the Orange Empire Trolley Museum's open house on that week-end. The work party of February 11 and 12 were unable to complete moving the engine to the OMT grounds. It seems that the crew got a late start and also that an OMT gondola was in the way. The gondola it seems would have been out of the way except for the fact that it became bogged down to the journal boxes in the dirt of the old right of way.

THE MOVING JOB WILL BE COMPLETED on February 26 when a joint FOMRA - OMT work party will be at work moving both the engine and gondola the remaining distance to the OMT grounds. Come on FOMRA members, let's go to Ferris on the 26th and help out.....