

REPORT

Of the Pacific Southwest Railway Museum Association, Inc.

Issue 41

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AUGUST MEETING

Our August meeting will be held at 7:30pm, Sunday, August 20, in the Safety Room, upstairs in the Santa Fe station.

Nominations for officers for the year 1967 will be made at this meeting. Start to think about who you would like as officers in the coming year and then be sure to come down and participate.

Railroad safety and hand signals used in railroad operation will be discussed by Charles Kent. It is felt that this would be a very appropriate subject since our own operations will soon begin at OET.

Please come if you can. We can't say for sure, but some flickers may be in the offing too.

THIRTY TONS OF COAL DONATED

The Kaiser Steel Company of Fontana recently donated 30 tons of coal to the museum for locomotive operations. Much credit for the donation goes to Charlie Holcolm, who has been very active in the work of getting our engines in shape.

SUCCESSFUL WORK PARTY ON SHAY

Much was accomplished on July 15, when six members labored to clean up our Shay locomotive. On hand were Richard Pennick, Dave Willoughby, Terry Durkin, Charles Kent, Gary Illig, and Walter Hayward.

Among things done were a general clean up, some painting in the cab and other minor work. Walt Hayward, General Superintendent, stated that he was very happy with the accomplishments of this work session.

RAILBUS IS PAINTED

The former Santa Maria Valley R. R. Fairmont railbus is now looking great in her resplendent, new, coat of paint. The roof it is said is a very bright silver.

We are sorry to report that the bulk of the work has been done by one member of the group. It is hoped that more of you will volunteer to work on this project.

PERRIS WORK SESSION SLATED

Members of the PSRMA are slated to become "gandy dancers" on Sunday, September 10. Track has been laid by OET to house the steamers located there. It is a must that the organizations having locomotives be on hand to tamp the ballast on this track.

This work is also a must because it is planned to operate the locomotives on September 17 and October 8. If it is at all possible, please plan to come up to Perris and help out. If you are planning to make it please contact Walter L. Hayward. Phone 448-2954.

LOCOMOTIVES FEATURED IN TRAINS

Our locomotives number 3 and 10 were pictured in Trains Magazine recently. Also shown was CSRM's number 2. The caption leads one to believe that all three of the steamers are owned by OETM. This was no fault of OETM, however, since the person supplying the photo must have believed them to be OETM property. Looks as though we missed some publicity.

COMPTON, BARBER ELECTED TO BOARD

Members present at the July meeting of PSRMA voted to have Jon Compton and Walter Barber serve on the board of directors. They will serve as board members until the next regular election.

DONATION CAMPAIGN AUTHORIZED

The board of directors have been authorized by the membership to begin a new campaign to raise funds for museum operations.

As most of us are aware, the museum pocket book is pretty flat after the expense of moving three locomotives. Some bills still remain to be paid in connection with the locomotives, too.

So with that members, let's give full support to the next fund. Remember, if the members do not support the museum it is hard to expect the general public to be on "our side." It is important, even if only \$1.

R E P O R T

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

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GIANT BOILER ARRIVES BY SPECIAL TRAIN

A giant boiler for the San Diego Gas and Electric Company's South Bay plant in Chula Vista arrived in San Diego about 12 noon on August 11. The Special train via the Santa Fe consisted of one jeep, the large load, and the private car of A. K. Johnson, superintendent.

The big boiler measured 16 feet in diameter, which meant that special attention was necessary because of the numerous clearance problems.

To demonstrate the closeness of clearances, was the close scrap in the Ocean-side area. The load just barely scraped an overhead bridge leaving a coat of paint behind.

From San Diego, the load was handled by the SD&AE to the South Bay plant's spur. A yard engine pulled the big load to the foot of F street in Chula Vista, where it was picked up by the Roustabout for the remaining distance. Because of the viaduct over Interstate 5 at Chula Vista, the yard engine was routed by way of Cleveland Avenue, National City, and the Coronado line west of Interstate 5.

All which shows once more the importance rails play in the shipment of over-size shipments.

DONATE TODAY!
PSRMA NEEDS YOU

WE SHOULD DO BETTER

A work party was held on Sunday, July 30, to move and store the parts for the shay. Three of our members, Dick Pennick, Walt Hayward, and Walter Barber, spent all day doing what five or six people could have accomplished in a half day session.

It is hard, dirty, work. But that is all part of the railroad game. If you don't think so come on out to the next reraillment your favorite line has and watch. It tain't an easy chore.

At any rate, all of the boxed equipment is now stored inside after being man handled piece by piece. Many of the heavy parts which could be kept outside in the open are now stored at Hayward's.

OTHER WORK PROJECTS ON CALENDER

In looking at our work calender that appeared in the January, 1967 issue of the Report, we find that September 23 and 24 are the days set for a locomotive work session at Perris.

It appears as though this is the Perris month all month long. Don't fret because October 14 and November 12 are scheduled to be in San Diego. The year end goes out with a bang with December 9 and 10th slated for Perris once more. Come on folks a little grime and perspiration is good for us, especially if it is from working on railroad equipment.

RAILS GRANTED RATE INCREASE

The Interstate Commerce Commission recently granted the railroads of the US a \$300, 000, 000. increase in freight rates. Quite a raise.

Higher wages and fringe benefits are blamed to be the culprit, along with decreased carloadings, at least according to the Southern Pacific, Santa Fe, and Union Pacific, the big three of the Far West.

In the east the Pennsylvania reports its net income for three months ending on July 30 at about \$3.6 million against \$13 million for the same period in 1966.

Sharp declines in grain, forest products, and iron ore loadings were noted by the Northern Pacific and Great Northern in 1967. The NP's net is down \$15 million and the GN's down about \$8 million when the results are tabulated for 1967 against 1966.

Looks like the roads could be heading for another slump like that experienced in the late 1950's. Let's hope not, these are the fabulous sixties.

NEWS OF THE PACIFIC SOUTHWEST CORNER

SOUTHERN PACIFIC COMPANY: Recent delivery of a number of SDP-45 units from EMD has sidelined the remaining Alco passenger units. The grapevine has it that the new units will be used principally between Oakland and Ogden.....Train crews on the new Colton-Palmdale line will run through with the following terminals: Bakersfield to Palmdale, and Palmdale to Indio. Each regular assignment used on the cut off will have one conductor and three brakemen. Engine crews will work all the way through from Bakersfield to Indio.....Train and engine crews on the new line are from both the San Joaquin and Los Angeles Divisions. With pickets in most major terminals the giant SP system ground to a halt on Sunday, July 16. Some isolated areas of the system however, worked into Monday as there were no pickets at many points.

SAN DIEGO AND ARIZONA EASTERN: Train 451 struck an auto at Palm City recently; anyone know the details?.....No, the IAM did not strike against the SD&AE. The road operated as normal until Monday, when all jobs were abolished as both ends of the were without connections, the freight traffic just dried up. The line remained shut down Monday afternoon and all of Tuesday the 18th. 31 cars of alfalfa pellets, consigned for ship loading on Monday, the 17th, were left in the yard due to the strike. Trains 451 and 452 have had four units as of late, and have averaged about 25 cars in length. Business has been down during the past couple of months..... The afternoon yard engine now begins work at 4:30pm, after many years of starting at 2:30pm.

SANTA FE: The road was shut down at midnight, July 16, in the nationwide machinists walkout. The last trains in and out of San Diego were operated on the 15th. The trains began running again on Tuesday, July 18. Like the SD&AE the road was caught with a large number of cars on hand for the Tenth Avenue terminal. Most of them contained Potash.....Yard engines now working in San Diego are the 2335, 2362, and 2394, all Alcos. Summit station was reopened for a short time recently because of a tie renewal program. (CS Express). A test train came west on June 10. It had four units (GE U28CG) and an entire train of NYC flexivan cars. The test was for the proposed 40 hour service from Chicago to LA...The Santa Fe and Union Pacific were plagued by wrecks in the Cajon recently. One occurred on May 26 and another on June 22 just west of Summit. Recurrences occurred on May 31 and June 9. (CS Express) Yard engines in the Dallas area are the Baldwin 2200 class. Clovis and Amarillo have EMD 2400 class switchers. (Southwest RR Hist Society's Clearance Card)..

NORTHWESTERN PACIFIC: The "Redwood Empire Route" which suffered almost total destruction in the 1964 floods, is still going strong. The line is still however operating in the red. The deficit is close to a half million yearly for the 328 mile line.

SAN FRANCISCO MUNICIPAL RAILWAY: Car 1139 involved in the April 14, headon collision at 11th and Market Streets has been repaired and is now back in service. The other car PCC 1142 has been towed to Elkton Shops for repairs which will be extensive involving the complete rebuilding of the front 7 feet of the car. Ten two-way radios have been installed on buses. Crimes, such as robberies and assaults on the buses decreased 35% in the three week period following the installation. The "normal" life of the Hyde Street Cable is 120 days. The cable is the one used to pull the cable cars on Hyde Street. The cables for many years have gone by the name "rope". Apparently the "ropes" on the various lines have a different life expectancy. The Mason Line's average life is 180 days. (The Bay Area Electric Railroad Review).

STREET CARS FOR SALE: Street cars are being sold for 80,000 yen in Tokyo. That's about \$225. Some of the cars are up to 31 feet in length and were built as far back as 1936. (Bay Area Electric RR Review)

SAN DIEGO TRANSIT CORPORATION: Has announced plans to paint three busses with each having a different color scheme, to measure the public's reactions and preference. Noticed one of the busses in the paint shop the other day. It was a lemon yellow in color. Could it be that the "citrus colored" days of the San Diego Electric will return? Haven't located the other two busses yet. Wonder what color they will be?