

# Report

Of the Pacific Southwest Railway Museum Association, Inc.

Issue 42

Lemon Grove, California

September-October, 1967

## SHAKE DOWN CRUISE SET FOR OCTOBER 8

The Museum will operate E. J. Lavino No. 10 with one or more passenger carrying cars on Sunday, October 8. This is the day following OET's annual meeting and will be one of several training trips for our fellows who will be operating the equipment in the future.

Other members will be given instructions in operating our equipment in the near future. Remember when its your turn. For instruction that the more who learn the less burden will be placed on the rest of the members.

Persons who will make up the first crews are by necessity not all members of PSRMA. The reason for this being that some experienced people were needed to help the rest of us learn. The first crews who will operate on October 8 will be made up of the following persons: J. McGarry, Terry Durkin, Lee Adams, Pete Botten, Charlie Holcomb, David Willoughby, Jon Compton, Richard Pennick, Eric Sanders, Charles Kent, John Hathaway and George Geyer.

In the interest of safety, it is of importance that no persons, crew, or other wise be allowed to get on or off any car or locomotive while in motion. Please be sure to be careful and use your heads, enjoy yourselves too.

## FLICKERS FOR OCTOBER

PSRMA Publicity Director, Kent Anderson has announced that the following films will be on hand for showing at our October 15 meeting:

"Palmdale Cut-Off"

"Safety Film"

"Science Rides the Rails"

The film on the Palmdale line is an account of the construction of the new SP line over Cajon Pass. This is its first showing.

A Santa Fe safety film is also slated, it should be of great interest in view of our upcoming operations.

The science film deals in the modern day development in railroading, such as rail welding.

## BOARD BRIEFS . . . . .

APPROVED a mock up of a proposed donation brochure presented by Dave Willoughby, and requested him to continue with the project....

APPROVED a three year contract for boiler insurance costing \$156, to be financed by contributions promised by members.

MET with OET board of directors on Sept. 17, to iron out problems in future operations and to come to agreement on costs of steam operations at OET.

## ELECTIONS, MEETING SET FOR OCT 15

Sunday, October 15, is the day SRMA elects its officers for 1968. The election will take place at the Santa Fe station, upstairs in the safety room. The meeting will begin at 7:30pm.

Persons nominated at our last meeting included: Eric Sanders for president, Stanton Kerr for vice president, Richard Pennick for secretary, David Willoughby for treasurer, Walter Barber for long term board member, and Jon Compton and George Geyer for short term board member.

Also at our last meeting an election committee consisting of the following persons was selected: Walter Hayward, Dan McLean, Kent Anderson, with Wally Duthie to assist if needed.

Ballots may be obtained by out of towners and others unable to attend the meeting on October 15. Those needing absentee ballots should write Walter Hayward, 12067 Riverside Drive, Lakeside, California 92040. All absentee ballots are to be returned to Hayward prior to October 15. Special attention should be paid to instructions on the ballots sent in this manner.

An election review committee, as is called for in our constitution, will be appointed on October 15.

Remember, only your support and good work can make SRMA a great organization. Be sure to come down to the Santa Fe station on the fifteenth. Hope we will see all of you there.

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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## THIEVES VISIT RAILBUS

Walt Hayward, superintendent, reports that persons unknown recently removed some paint from the SMV No. 9 along with the valve cover for the bus' engine.

In the way of progress on the bus it is pleasant to report that it is really looking good sporting a new orange paint job with a silver roof. Some lettering has also been done. Hayward has been doing quite a bit of the work, we might add.

New head bolts for the old bus have donated by member Jon Compton. Looks as though she'll soon be ready for operation.

## S.D. ELECTRIC LINE TRUCK DONATED

One of the old street car system's 1927 White line trucks has been recently donated to the SRMA. The truck which is in good condition was given to the museum through the efforts of Tom Sefton. At this time your editor has not been informed as to who actually donated the rare vehicle.

## WORK ON BAY BRIDGE PROGRESSES

The beginnings of the San Diego-Coronado bay bridge are now much in evidence. Piers and columns are already being poured near Crosby and Harbor Drive. Newspaper accounts have also noted that piles have been driven in the bay and that soon the structure will begin to rise out of the bay. Want ferry pictures-better hurry 1969 is just around the corner.

## WATERFRONT PIONEER DIES

Oakley J. Hall, who started out as a deck hand and went on to become owner of the Star and Crescent operations on the bay, passed away recently at the age of 88.

In his late teens, with the help of his family, Hall began ferry service with a 35 foot motor launch between San Diego and Ft. Rosecrans, on Point Loma, in 1898.

This was the beginning of the "nickel snatchers," which today operate under the name of Star and Crescent Ferry Company. He also operated the water taxi service, harbor excursions, built ships, and had the old Associated Oil franchise on the harbor.

On land Hall was also active, having been part owner of the Spreckels Building, and operating the Yellow Cab Company in the depression years.

Much of the development of the San Diego Harbor as we know it today was because of the may efforts of Oakley J. Hall, "Mr. Waterfront."

We express our sympathy to his family and friends.

## STREET CARS MAY RESUME IN LATE '68

A report in the Short Circuit Bulletin of the Electric Railroader's Association is that the international El Paso-Juarez line may begin running once more in 1968.

Tracks on the new bridges being built are now in the process of being laid. It is up to the Mexican Government to build the connecting tracks in Juarez.

At any event the ex-San Diego Electric PCC's won't be running until the re-routing of the present Rio Grande River channel is completed.

## WILD BLUE YONDER

While passenger trains dwindle, the airlines keep flying high. In the first half of 1967, domestic air carriers upped their business by more than 15 percent. Are airlines smarter than rail carriers? (from Trainman News)

## AIR CUSHION RIDE

In France runs what is called an "Aerotrain." It rides on air cushions instead of wheels. In two years of experiments it has travelled 7000 miles and carried 3800 passengers at speeds up to 188 mph. (from Trainman News)

# A REPORT ON STEAM IN THE WEST by William Wootton

On a summer trip through Arizona, Colorado, New Mexico and Wyoming, Bill Wootton and Vic Koenigsberg visited various steam railroads now still using steam locomotives. The following story is the story of what they observed and learned..Editor.

We missed seeing the Magma Arizona operate as they have changed their schedule as long as the copper strike is on. Formerly they operated a train to Magma (from Superior, Arizona) on Tuesday, Thursday, and Saturday. On Monday, Wednesday, and Friday they switched the mine and Pearlite plants. At present they operate only Tuesday through Friday, going to Magma usually on Tuesday and Friday. On the other two days they do whatever switching has to be done and no more. It is harder now to get to the engine shed and to see the MA #6 which is on display by the smelter as a new fence has been erected around the area.

Any steam fan who wants to see this line should do so soon. Frank Sarver, the pro-steam president of the line, passed away about two months ago. On top of this, a new man from the Canadian operation now at work in the General Manager's office would like to see the entire railroad ripped up, or at least dieselized. The diesel will probably be the answer, and speculation has it that one will appear on the property sometime shortly after the first of the year. At that time engine 7 will be retired and the 5 kept for standby.

The White Mountain Scenic is doing better as far as passenger totals go. The equipment looks nice, but the outfit could do a lot more to improve the area in which train passengers eat their picnic lunch. The facilities at the picnic grove at the end of the line are of the most primitive nature. Usually at the end of every run the engine (usually ex-Santa Maria Valley 100) goes down and switches cars of the Apache Railway off the wye. This operation adds variety to what is otherwise another "tourist run." The track over which this line operates is owned by the Southwest Forest Industries which, until the first few days of August, used it as a logging line. The log trains are now gone forever and the rails between Maverick, Arizona, and a point approximately twenty miles from McNary where the White Mountain trains terminate will be torn up shortly. This is the last logging line in Arizona. The other SWFI line, the one out of Flagstaff, was given up more than a year ago and their last engine, 2-8-0 #2, is now on display at the company office there.

Several amusement-type tourist roads are operating in Colorado at the present time. One is located at Cripple Creek, a famous mining town. Known as the Cripple Creek and Victor, the line is two-foot gauge and at present uses an ex-Cia Metalurgica Mexicana Penoles 0-4-OST. The other operation is located in the "Rimrock" amusement park just outside Estes Park, Colorado. The scenery on the way up is worth more than what you will see when you get there. The train runs about every hour and is not well patronized.

If a person is really desparate for steam action, then they might drive all the way to Laramie, Wyoming--we did. The Monolith Mid-west Portland Cement plant there still uses a railroad to bring limestone from the quarry to the mill alongside Highway 287. Power for the seven mile line, known as the Laramie Valley Railway, is supplied by ex-Union Pacific 4453, working for the present company with the same number. Another engine, 4455, is stored unserviceable at the plant. Operations normally begin about 7:00am, Monday through Friday, when the train leaves for the quarry. A dirt road follows the line for about four miles from the plant west, but no other roads come close. A road into the quarry leads off from Wyoming Highway 230 a few miles out of town. Loading the limestone takes about four hours. The train is due back by about 2:30pm. The crew then changes and the second crew spots the cars for unloading. All switching of cars within the plant other than the ore cars is performed by the Union Pacific, whose main line forms the eastern boundary of the plant property.

Other steam can occasionally be found at the Colorado Railroad Museum where engine 346 provides the power. On most weekends when operation is scheduled, however, a small 3-foot gauge gasoline engine pulls the train around the grounds. Please turn to page 4.

During the sugar beet season which will begin in a couple of months, 0-4-OT engines can be seen operating at several sugar beet mills in Colorado. The plant in Longmont normally uses a diesel, but the steam engine is spotted in a good place for photographs. At Loveland steam still provides all of the power. The plant at Fort Collins is now being dismantled and the engine there is gone. We did not visit the Great Western plants at Ovid, Sterling, and Fort Morgan to check on the 0-4-OT engines reportedly there.

The largest concentration of steam, of course, can be found on the Denver & Rio Grande Western narrow gauge system. While ten years ago trains may have run twice a week or more, and even as much as five years ago they ran once a week, you are lucky now to see one every ten to fifteen days! Going west towards Durango loads consist almost entirely of drilling clay and pipe for the oil industry in Farmington. Eastbound, a lumber mill outside of Durango and another in Chama provide almost all of the freight. The moving of cattle and sheep during fall and spring is now nil. A large proportion of the narrow gauge equipment is in need of repair. Things don't look too good, especially as the D&RGW is supposedly about to petition for abandonment of all but the Durango - Silverton passenger run. It appears that this may be the last year for regular narrow gauge operations of any magnitude. Next year, perhaps, only an occasional train may run, and then.....