

Report

Issue 55

LEADING NOTICE

Lebanon Grove, California

February-March, 1969

BOX CAR DONATED

The next regular business meeting of the Pacific Southwest Railway Museum will be held at the Santa Fe Station, upstairs in the Safety Room, Sunday, April 20, at 7:30 p.m.

LOCOMOTIVE OPERATIONS CLASS

General Superintendent Robert DiGiorgio has announced that a class on the running gear and principles of steam locomotive operation will be held in the safety room of the Santa Fe station. The time is 7:30 p.m., Sunday, March 16, 1969.

PROGRESS REPORT ON NUMBER 11

Our museum has begun to make the needed repairs to the firebox of Coos Bay #11. At a work party on Saturday, February 22, Richard Eullis, Bob DiGiorgio, Terry Durkin, John Hathaway, Dave Hobson, Gary Illig, and Dick Pennick, labored at the job of jacking the engine up and removing the firebrick.

Some welded cracks were found behind the fire brick in the firebox. A state boiler inspector has looked at the firebox and does not consider the cracks to be bad news. He thinks that the welds are in order.

Number 11 is beginning to look very sleek in her new coat of paint. Welding paint brushes were Terry Durkin and John Hathaway.

The shay is to be taken out of service until several stay bolts can be replaced. It is expected that no more steam ups will be held until July 4.

Number 11 is now sporting new cab doors and a new roof hatch. Many thanks to Charles Benbow for a fine bit of handy work.

GET WELL WISHES

We heartily wish a speedy recovery to Stanton W. Kerr, who is convalescing at home after a couple of bouts with surgery. Hurry back, Stan, we miss you.

REMEMBER! IT'S DUES TIME AGAIN.....

President Richard Pennick has announced that the museum has been donated an outside braced, single sheathed boxcar. The car was donated by the North American Car Corporation of Chicago.

The North American Corp. is mainly a leasing company which leases cars to railroads and other large shippers. No date of shipment has been made as of yet.

DEPOT YARD OFFICE

PSRMA, according to board chairman Eric Sanders, is purchasing the Ash St. yard office from the Santa Fe. The cost of acquisition is \$5.00. Sanders said the museum will save the original portion of the structure, which does not include the section cars shed.

GOLD SPIKE CENTENNIAL

A colorful, vintage poster, advertising the opening of the first trans-continental railroad has been reproduced for the centennial year, 1969.

The 15 x 36 inch, six-color reproduction is printed on heavy paper, suitable for framing. The posters are available through the Golden Spike Centennial Celebration Commission, Federal Building, Room 2419, 324 25th Street, Ogden, Utah.

Also on sale by the commission are special Golden Spike medallions, struck by the U. S. Mint in Philadelphia, which are available in two sizes—1 5/16 and 2 1/2 inches. (Railway Employees Jour.)

LAST TRANSCONTINENTAL STEAM TRAIN

A steam powered "Golden Spike Centennial" excursion train will turn back the pages of history to the glamor days of rail travel when it pulls out of New York May 3, for a 15 day trip to Utah and back. The train—to be run by High Iron Company of Lebanon, N.J., will be one of the highlights of the year long centennial celebration. Each night during its circuitous cross-country journey, the train will stop at a major city and (Turn to page 2)

As this item is being written on February 26, 1969, the Santa Fe's Surf Line is closed. Three bridges were washed out or damaged by flood waters in the Ocean-side-San Onofre area. The last trains ran on February 24.

It has also been reported that the tracks were inundated in the canyon north of San Juan Capistrano and that flood waters had washed out the abutment of a freeway overpass near Laguna Hills allowing the structure to fall across the rails.

The same source also reported that two and one-half miles of main line were washed out in the Cajon Pass east of San Bernardino.

In talking to a Santa Fe yard employee, your editor has learned that at least a week will be needed to resume operation west of Barstow.

The Southern Pacific has also been hard hit again. Tracks in Cajon Pass on the new cut-off are once again washed out. It is also said that the San Joaquin Division is out of service from flooding in Soledad canyon.

Service on the Coast Line has also been discontinued because of washouts in the Oxnard-Ventura-Santa Paula areas.

As far as your editor can ascertain the only mainline service in and out of Southern California is on the SP from Yuma to Los Angeles, and on the SD&AE to San Diego, but he cannot say that all of the information is correct.

will be opened to the public for inspection. It will consist of five coaches, a twin unit diner, a parlor-dome car, an observation car, and 3 baggage cars, the latter equipped as display cars to depict the history of American railroads.

Ed. Note: If information is correct, the motive power used to pull the special is to be ex-Nickel Plate Road 759.

(Railway Employee's Journal)

HAVE YOU PAID YOUR DUES?

If you have not yet renewed your membership in PSPMA, please use the handy form on this page to do so. If you have already renewed, perhaps you have a friend who is a railfan.

Regular memberships are \$10.00 per year and Contributing memberships are \$3. per year.

Please make all checks payable to the "Pacific Southwest Railway Museum Association, Inc." Forms and checks should be mailed to: John F. Hathaway, Director of Records and Personnel, Pacific Southwest Railway Museum Association, Inc., P. O. Box 12096, San Diego, California 92112.

LIKE TROLLEYS?

Discussions are under way by local traction enthusiasts which may lead to the acquisition of a trolley for PSPMA. Interested? Contact Tom Matson at 291-4861.

RENEWAL FORM (Please Print or Type)

NAME _____ PHONE NUMBER _____

ADDRESS _____
(street) (city) (state) (zip code)

REG. () CON. () ARE YOU WILLING TO WORK ON MUSEUM PROJECTS?: YES () NO ()

Send this filled out form if you are at present a member of PSPMA, or have been in the past and are still receiving issues of the REPORT, with a check for your dues (\$10 for Regular membership, \$3 for Contributing) to:

John F. Hathaway, Director of Personnel and Records
Pacific Southwest Railway Museum Association, Inc.
Post Office Box 12096
San Diego, California 92112

SAN DIEGO AND ARIZONA EASTERN: Rain, Rain, and more rain. Lots of soft track and broken rails helped the line to have many minor derailments in January and February. One derailment that wasn't so minor occurred on the El Cajon line at Francis St. and Imperial Avenue on January 20. AN El Cajon bound roustabout with 22 cars lost the rear seven cars in a derailment. Several cars toppled over on a bank which kept them from going all the way over. One of the cars involved was a car of chlorine. Luckily the car did not develop a leak. Service on the El Cajon line was resumed 5 days later. Three diesel units, the 1110, 1111, and 1115, were marooned at Encanto during the tie-up.....Rumors are out that the Coronado line will be discontinued some time after March. The portion of the branch west of the Salt Works will still continue.. A second roustabout was placed in service at the first of the year to serve the Chula Vista celery sheds. On duty at 4:00 p. m. the job worked until February 21, when it was discontinued.....

ATCHISON TOPEKA AND SANTA FE: The Santa Fe was hard hit by the rains. The surf line was closed for a part of one day while a mud slide near Del Mar was cleaned up. A freight derailment at Miramar closed the line part of another day in mid-February... In case you haven't noticed, most freights into San Diego have had two Cabooses. On the southbound trains it is right behind the engines. (The extra cab, that is.) Going north the trains have both cabooses on the rear end. The reason for this move is that the Coast Lines cabooses are being modernized at San Bernardino. The crews are transferring their equipment from one caboose to the other in route.....Although the San Diegans have been powered mostly by the 350 and 400 class engines in recent months the old standbys, the EMD covered wagons were back towards the end of February..... The First District was washed out near Devore on January 21, and service was resumed on the 22nd. The Cajon line was washed out again on the 25th and closed to all traffic until the 27th. Some traffic was detoured over the SP from Mojave..(Calif Sou Express).....

SOUTHERN PACIFIC: New Double deck commuter coaches have been placed in service, reportedly ending service of the remaining "Harriman" cars left in service....The storms of January 21 to January 27. closed all of the major SP routes into Los Angeles. The coast line was closed by numerous mud and earth slides to as far north as Metz in the Salinas Valley, near Paso Robles. A freight wreck just north of Gaviota didn't help the situation either. In the wreck were several tri-level cars with autos and trucks aboard. To top it off the mess caught fire. The loss of a bridge between Niland and Indio stopped traffic on the LA-Yuma line for a couple of days. It also raised havoc with traffic on the subsidiary SD&AE, because it shut off the motive power pool used to furnish power on SD&AE freight trains..... The Palmdale-Colton cutoff was closed on January 21, when part of the lines new earth embankments washed away and wound up on top of the Santa Fe main line in Cajon Pass.....New motive power delivered or on the way includes the following locomotives from EMD: 87-3600hp SD-45's, 70 of which will have "Southern Pacific" lettering and be numbered 8982-9051, and 17 for the Cotton Belt numbered 9052-9068. Eighteen SD-39's (Southern Pacific) numbers 5300-5317 and 30 SW-1500's, (18)-2493-2510 for the SP and (12) 2511-2522 for the Cotton Belt. From General Electric are thirty U28C's for the SP -8600-8629...(The Clearance Card).

GOLDEN SPIKE EXCURSION: Orange Empire Trolley Museum and Pacific Railroad Society are jointly running an all pullman train from Los Angeles to the Golden Spike Ceremony. The train will leave LA on Thursday, May 8, at 8:00 p.m. It will run over the SP with a photo stop at Donner Pass and then on to Ogden. The group will then take in the activities at Promontory Point on May 10. The train will return to LA via Union Pacific on May 11. Prices start at \$170.00. For details write: Centennial Train, P. O. Box 146, Perris, Calif. 92370 or phone (714) 657-4785.

SOUTHERN CALIFORNIA RAPID TRANSIT DISTRICT: Los Angeles area voters have turned down a bond issue, that would have enabled the district to have begun a rail system for rapid transit. Boy, shades of the old red cars.

The Santa Fe hopes that the old depot at Encinitas will be saved and preserved. The Encinitas Chamber of Commerce has asked to lease the building for one year, but the Santa Fe wants the building removed from its property.

The station, built in 1888, also holds the interest of the San Dieguito Little Theatre and the county fair board.

The PSRMA has also discussed the building structure, but your editor does not know the results of the talks.

Let's hope the old structure is saved and given many more years of usefulness.

ALCO PA's STILL GOING STRONG

The once familiar red and silver Santa Fe P4's are still being used. They no longer lead the pride of the fleet, but are running out their remaining miles in freight service on the Valley Division, between Bakersfield and Richmond. Some of the units are still in standby service for the San Francisco Chief. Want to see the smokey Alcos once more. Better hurry to the Valley. (Cal Sou Express).....

REPORT is the official publication of the Pacific Southwest Railway Museum of San Diego County, California, Incorporated. Officers include: Richard Pennick, president; Jerry Windle, vice president and general manager; Thomas W. Matson, secretary, and David C. Hobson, treasurer. Chairman of the board is Eric Sanders. Report Editor is Charles Kent. Correspondance to the museum should be sent to P. O. Box 12096, San Diego, Calif. 92112. Report address is 2418 Edding Drive, Lemon Grove, Calif. 92045.

The Alco Products Division of the Worthington Corp. is up for sale. The subsidiary of Worthington was once one of the largest locomotive builders. It itself was the result of a merger of the old Manchester, Dickson, Schenectady, Cooke, and Pittsburg Locomotive Works in 1904.

INSTALLATION DINNER A SUCCESS

We all had a good time at our annual January installation dinner on the third Sunday of that month.

A good turn out of members enjoyed the film "Milepost 100," which celebrates the Santa Fe Centennial. The film shows many of the modern features that now distinguish the modern railroad. IBM record keeping, containerization, piggyback, and the "Super C."

We wish also to thank Mr. A. K. Johnson, who recently retired as superintendent of the Santa Fe's Los Angeles Division, for a fine talk on railroading, both past and present.

Important Notice Bob DiGiorgio needs for television use: 16 mm film and tape recordings of PSRMA steam operation. (Call Bob at 448-6161.)