



REPORT

Issue 74

SAN DIEGO, CALIFORNIA

December, 1970

REPORT MISCELLANIA

Treasurer Dave Hobson is in the El Cajon Valley Hospital recuperating from a bad fall. Dave broke both arms and a kneecap when he fell from a ladder at his home. He will be in the hospital for at least two more weeks and then will be at home for another four to six weeks. He would love to hear from PSRMA members. You may write to him directly at the hospital, Room 406, El Cajon Valley Hospital, El Cajon, CA. Here's hoping that we see Dave up and about soon. Dave is one of our most active members and he will be missed during the upcoming holiday season. Get well soon, Dave.

New officers for PSRMA in 1971 who were elected at the October meeting will be installed at the annual dinner in January.

Those officers are: H. C. Kerr, Jr., President; Dave Parkinson, Vice-President; Bill Richards, Treasurer; Karen Hathaway, Secretary; Bob DiGiorgio, Board Member at large. A Review Committee was selected which consists of: Raoul Morales and Bob Hastings, three-year term; Stan Kerr and Eric Sanders, two year term and Jerry Windle, a one year term.

BADGES AT LAST. New badges for PSRMA members are now available. The badges which are blue with black lettering are three inches in diameter. A center slot provides space for the member's name. These badges are available from Dick Pennick, 9584 Upland, Spring Valley, 463-2276. Cost for each is \$1. The badges will be available at the installation dinner.

Enclosed in this issue of the Report is our new standard Application-Renewal Form. In an effort to be able to keep better tabs on our membership we have instituted this new form for our membership records.

All new members applying for the first time, and all old members renewing are requested to use this new form. These forms are our actual membership records, and all Report mailing lists and membership rosters will be taken from these forms.

On the rosters, by each member's name, will be a series of numbers corresponding to the list of interests on the Application-Renewal Form. This method will allow the appointed department heads and officers of PSRMA to know exactly what your interests and desires are. We hope to be able to offer more members the opportunity to actively participate if they so desire.

So please, when you renew, use the Application-Renewal Form. If you have already renewed for 1971 or have joined since last October first, fill out the form and check the box "payment previously made."

Mail the completed form to me (John F. Hathaway, Director of Records & Personnel, 4215 Dwight Street, San Diego, 92105). If you should lose your form, just drop me a line and I'll send you another one.

It is imperative that every member have an Application-Renewal Form on file. Please take a couple of minutes, fill it out completely, and mail it to me with your dues. Your help is needed!

John Hathaway
Director of Records & Personnel

PSRMA ANNUAL INSTALLATION DINNER SCHEDULED FOR JANUARY 17, 1971

PSRMA's annual banquet will be held January 17th at the La Mesa Sir George's Smorgasborg on University Avenue beginning at 7:30 pm. The featured program for the evening will be a pictorial history of PSRMA's biggest moments. Slides and movies will be combined into an entertaining program featuring the numerous shay steamups, Puerto Penasco trips and other exciting events in our history. A mailing will be made in early January with more information and directions for reservations. So hold this date open on your calendar. It will be a good show you don't want to miss.

FROM THE PRESIDENT.....

As the new year approaches, there is a strong temptation to stop and look back at the past two years, either with satisfaction or dismay.

I have looked back, briefly, but long enough to experience both satisfaction and dismay.

I have been satisfied with the transition our house organ REPORT has made, from a good, mimeographed looseleaf to a fine, illustrated publication any group would be proud of.

I am dismayed that the "Flying Scot" did not come to San Diego.

I am satisfied with the large number of San Diegans who were pleasantly introduced to the Museum for the first time in the hot cab of a steam locomotive on Entlow Spur, but dismayed that Museum membership is not larger as a result.

I am satisfied with the generous financial assistance provided during the successful campaign to save our Union Pacific car #576.

I am satisfied that a historic San Diego railroad building and other railroad items were saved.

I have been satisfied with the concerted efforts of the Land Committee, but dismayed that after 9 years our main problem is still a permanent home.

I am satisfied with the knowledge that the Museum has had the support and attention of individuals the likes of the late Charles Kent.

I am satisfied with the earnest attempts that have been made to create among our membership a sense of involvement and participation in Museum activities, but dismayed to find that these efforts have largely been unsuccessful. The line-truck restoration, yard office project, and even member-only steamups are typical activities recommended for those individuals who enjoy working alone.

I am satisfied with the conviction that, in the coming years, there will be less excuse for dismay and efforts of ALL members. "United we stand..."

Richard E. Pennick
President, PSRMA

Season's Greetings

southwest

corner

by John Hathaway

A couple of months ago we talked about the trend towards lowered horsepower ratings on many of the new diesel-electrics appearing on American railroads. However an exception to this trend has been introduced by EMD and is making its initial appearance in the Southwest Corner.

SOUTHERN PACIFIC has taken delivery of three EMD SD45X's (SP 9500-9502). These 4200 horsepower locomotives made their first appearance in August of this year. Although externally similar to the very popular SD45 (SP alone has 356 of these 3600 hp models), the SD45X's are mounted on SDF45 frames (the SDF45 is the passenger equivalent of the SD45 and has a slightly longer frame to accommodate a steam generator). The SD45X's can also be distinguished by the presence of four blower fans on the top of the long hood as opposed to three on the SD45.

The higher horsepower rating is a result of improved traction motors, a new turbocharger, and a higher compression ratio and more r.p.m.'s from the diesel engine. The 20-cylinder diesel is basically the same model found in the SD45.

After arriving on the SP system in September the new units were assigned to Roseville to work the hill eastward. If the experimental units prove successful EMD may incorporate the SD45X as a standard model by early 1972 or even sooner.

There are also four SD45X's painted in EMD demo color schemes that will be barnstorming the country to test the new design under a variety of operating conditions. SANTA FE, being a big customer of EMD's, will probably have a crack at the demos, and one of Santa Fe's favorite testing grounds in the Coast Lines First Division between San Bernardino and Barstow through Cajon Pass. Who knows, the demos might even find their way as far south as San Diego some night.

Speaking of SANTA FE, that railroad is once again devising ways of extending the usefulness of older locomotives. If you'll recall, it was Santa Fe who rebuilt old F7A covered-wagon type diesels into "GP8" hood diesels. The Cleburne, Texas, shops have turned out their second GP8, or CF7 if you will, this time utilizing a wrecked GP7 for a portion of the new body.

Well, now Santa Fe has found a use for old ALCO RSD5 road switchers. That road's San Bernardino shops have turned RSD5 #2110 into a "drone" unit numbered 9850. The diesel engine was removed from the unit and replaced with concrete and scrap iron to make up for the loss of weight. The drone was wired to allow it to operate with the 9800 class RSD15's of the system,

and will be utilized with the 9800's in hump yard service. Hopefully the drone will increase the braking power and reduce wheel slip of the parent engine. Apparently the 9850 has been sent east for tests before more similar modifications are made.

The drone has had its cab removed and covered with sheet steel, and has a similar appearance to a booster type locomotive.

A couple of years ago the then new GE U28CGs and U30CGs were used extensively in San Diego service. Numerous problems plagued the units and they were taken off the run. At last word these passenger-designed locomotives are now working freights in and out of the Chicago area.

And going even further back into San Diego history, the beautiful ALCO PAs that were the mainstay for that passenger run are now (thirteen of them, at least) stored in a small yard at McCook, Illinois. With a rise in stainless steel prices, these classic locomotives are probably headed for the Piolet Bros. scrapers. Four ex-Santa Fe PAs still remain in active service on the Delaware & Hudson back east and add a hint of class found nowhere else today.

SANTA FE has experimented with the use of mid-train helper units operated by radio controlled units on at least one potash train into San Diego. A combination of four SD40s and SD45s on the nose and four SD40s and SD45s midtrain (with control unit) were seen on September 20th. The grade up out of Sorrento Valley towards Miramar is one of the stiffest on the whole Santa Fe system, and the numerous sharp curves only increase the problem. Before a flat limit of 4500 tons was established for the Fourth District inbound trains often had to double that portion of the run. If the mid-train helpers work out, possibly heavier trains will start appearing in San Diego.

And who knows, maybe the heavier loads will bring some of the travelling SD45X demos down south this way.

CALENDAR

DECEMBER

25 - Christmas

JANUARY

- 1 - New Year's Day
- 5 - Board Meeting, San Diego Trust & Savings 7:30pm
- 17 - PSRMA Annual Installation Dinner, 7:30pm Sir George's Smorgasborg, La Mesa