

REPORT



Issue 101

April, 1974

San Diego, California

A NEW PRIVATE CAR IN TOWN?

Passers-by to the San Diego depot may have noticed an unfamiliar observation car in the space usually occupied by the CYRUS K. HOLLIDAY. The car is silver, with an Amtrak-like red and blue stripe running through the window panel.

The car is in fact the old familiar HOLLIDAY, her handsome red color replaced by the new scheme which will make her inconspicuous in an Amtrak consist. The color scheme is one of the new Amtrak rules for private cars wanting to travel on Amtrak trains.

A less conspicuous, but more practical requirement is the Tightlock couplers which can also be seen on the HOLLIDAY. Long an AAR optional coupler for passenger equipment, Amtrak has made them standard equipment. Although they will work with conventional couplers, Tightlocks coupled together are more secure, much less likely to break apart, especially in a derailment.

Meanwhile, the VICTORIA, parked next to the HOLLIDAY, retains her blue and gold colors, and her conventional couplers. Apparently no immediate trips on Amtrak are set for her, although she could be used in Mexico as is. (Bob DiGiorgio)

Individual copy: 25¢ Donation
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San Diego, California 92131

BOOTH SECURED AT GROSSMONT CENTER

On April 9th, permission was given by the management of Grossmont Shopping Center for PSRMA to use one of the Center's public service booths. The shopping complex, located on Jackson Drive in La Mesa, has OK'd our use of the booth on Saturday, May 11th and Saturday, June 8th, with other dates likely through October. The booth will be staffed by a Museum volunteer on the given day, who will talk to interested passersby about PSRMA and dispense informative literature and membership data. Signs and placards will identify the Museum and briefly define its goals. Some kind of eye-catching display will be provided to hopefully distract shoppers long enough to hand them a brochure. Our excursions can also be advertised at the appropriate time. If you have any ideas or would like to staff one of the days, let Dick Pennick know (463-2276). The Museum is indebted to Dick for arranging this potentially valuable public exposure.

SPRING STREAMUP DUE MAY 18th

For those of you who get goose-bumps at the mere thought of steam scented with hot valve oil and the smoke of burning hardwood, your day will arrive on Saturday, May 18th when PSRMA pays another enjoyable visit to the 3'-gauge DLP & J R.R. as guests of Mr. & Mrs Ollie Johnston at their Cuyamaca mountains estate. As before, this is an activity for regular and contribution members, and their immediate families, ONLY. Since the number of tickets is limited to 70 (at the request of the Johnstons), please do not request tickets for friends and relatives unless you also include at least \$3 for a contributing membership for each non-member desiring to participate. As in the past, a nominal charge will be made as follows: adults, \$1, kids (under 12) \$0.50. So that we may allow every member an opportunity to enjoy this special event each year, priority will be given to those who have not participated in the past. Tickets will be check at the gate. A map and other information will be provided to all participants with their tickets. Mail your reservation with a stamped, self-addressed envelope to: Steam in the Cuyamacas, c/o Dick Pennick, 9584 Upland Street, Spring Valley, CA 92077 (Don't forget the stamped, self-addressed envelope.) No telephone reservations will be accepted. Reservations must be received by Sunday, May 12th.

AROUND THE TURNTABLE, by Dick Pennick

SD & AE -- A great deal of new ballast is being placed in the mountains on the mainline, and bridges are being redecked systemwide.

— Many old ties in San Diego yard being replaced. Also in vicinity of Encanto on the branch. — Train 451, the westbound freight on the mainline, was observed on Jan. 20th working through Jacumba with 3 engines and 8 cars. — One of the railroad's old outfit cars (ex-Harriman Standard chair car) noticed in the San Diego yard recently. — 1111, 1125, and 1126 are the engines normally used on the El Cajon branch. — The roadbed at end-of-track north of El Cajon was lowered preparatory to a future crossing of Bradley Avenue and entrance onto Gillespie Field property, a move that would extend the line a few feet closer to its 1928 terminus, Lakeside. The railroad company, in fact, still own portions of the old railroad grade between El Cajon and Lakeside. A metal sign near Railroad Ave. and Prospect St. in Santee will prove it to any doubters. The sign, incidentally, is a standard railroad design and has no antique or collector's value. — Caboose 1027 or 1071 generally used on the branch. — A dirt access road is being constructed along the branch in areas where no parallel street or road exists. A Jordan Spreader was borrowed from the S.P. The dirt obtained is being used to widen fills all along the branch. Crew has been working along hill between Lemon Grove and La Mesa the past month. Some interesting speculation: Why, after all these years, does the line now consider it necessary to have access at every point along their track? This is often necessary for passenger operation because of the emergency access available in case of accident. Money is being made available now by State and Federal agencies for development of mass transit programs, but surely the SD & AE is not thinking along those lines! Or is it?

AMTRAK — S.D. Union had an interesting article on March 23rd regarding pending decision by Amtrak's directors to purchase 100 French-designed turbo-trains from San Diego's Rohr Industries. These cars are designed for short-haul commuter runs, but Don Ensz, Amtrak's Director of Service acknowledged Rohr's position to bid on long-haul car construction would be enhanced if it is awarded

the turbo-train contract. We could have our own version of the defunct Pullman Co. right here in San Diego. — Amtrak spokesmen acknowledge that the tremendous increase in ridership due to the fuel crisis caught them with "their pants down." Corporation began with 1300 cars, now wish they had taken 3000. Anticipating a 25% increase in riders, 900 additional cars were purchased. However, fuel shortage caused a 95% increase in some areas.

Santa Fe — Special train of welded rail arrived in the Del Mar area the early part of March, for use on some bridges in that vicinity. — Annual Potash rush is on. 150 carloads were due in San Diego the end of March. This commodity was once bagged for shipment at a plant on 10th Ave. Terminal. Now all is shipped bulk.

F. Sonora-Baja Calif. — Passenger business is booming. At least 3 Pullmans on day trains with diners. New EMD Geeps 2108 and 2109 have joined the roster. (Stodelle) — Speaking of Mexican railroads, a new book is out titled: "Makens' Guide to Mexican Train Travel, pub. by LeVoyageur Pub. Co., 1319 Wentwood Dr., Irving, Tex. 75061. Member Eric Sanders I. one, says there are some inaccuracies, obsolete data and omissions (like the passenger service on the old Nacozari R.R.), but o'wise a fairly comprehensive listing obviously designed for the tourist more than the railfan. Price is \$4.95 from the publisher.

F. del Pacifico — Old heavyweight cars now gone. Bones were seen recently at Empalme, Mexico. (Stodelle)

Etcetera — Member Jack Stodelle's private car "Mexicali Rose", stored at Mexicali and recently outshopped at Benjamin Hill on the F.S.-B.C., is earning its keep. Took a tour group to Empalme in February. Will go to Navojoa in April and Guaymas over Easter Week. May run over Chihuahua Pacific to Creel in May, then Guaymas again on Memorial Day. — Old Union-Trib. building, now demolished, had a 12" gauge railroad imbedded in the concrete floor of the lead room, where lead bars were melted down to cast the printing plates. The miniature system, complete with turntables and four-wheel cars, was used to haul the heavy lead bars around the shop, and dated back to 1896 when the

AROUND THE TRUNTABLE (Continued)

Plant was built (here's another for your collection, Mr. Copeland!) — A local attorney contacted one of our members recently about purchase of our priceless observation car No. 1509, for an office! When the member quit laughing, the barrister was politely informed that the car was not for sale. — The ever-popular RAILROAD MAGAZINE is offering a subscription special of \$5.97 for one year's worth, a saving of \$1.03 over newstand price. — Victoria Station, the new railroad-motif restaurant building in Mission Valley now has two ex-Central of Georgia box cars and an S.P. Caboose on the property, located near Friar's Road across the street from Frazee's headquarters. (Hobson) — The Fleet Space Center in Balboa Park has been showing a cinerama-type movie recently featuring some spectacular shots of the Cumbres & Toltec Scenic R.R. narrow-gauge line in Colo. and N. Mexico. (Hobson) -----

MEMBERSHIP NEWS, by Herb Ruiz, Director of Personnel and Records (463-3269)

We thank the new members for joining our Railway Museum. There is a place for each of you. If you have a talent, or want to work, contact any officer and they will put you in touch with the right person.

New Regular Members

Norman E. Hale (1-6A,8,13-15)
6012 Lomond Dr., S.D., CA 92120 583-6533

Frank C. Munster (Delete from Contrib. List)
4583 Highland Av., SD, CA 92115 284-6387

Clifford E. Pennick (1-2,7-11,14-15)
9460 Haley Ln., LaMesa, CA 92041 466-8209

Belden Rau, Jr. (2,4,7,15)
5625 Linda Rosa Av, LaJ., CA 92037 459-6278

Robert G. Sadler (2)
7701 Convoy Ct, SD, CA 92111

Charles E. Shramek (1-2,4-8,10-11)
11034 Turret Dr, SD, CA 92131 271-4710

New Contributing Members

Ernie E. Coulman
8771 Wahl St, Santee, CA 92017 449-4073

Linda DiGiorgio (1-2,5,15,16)
4486 36th St, SD, CA 92116 283-3066

Kim Fletcher (2,5)
P.O. Box 2070, SD, CA 92112

Jim Hollis (6)
8000 Fontana, Prairie Village, Kansas 66208
(913)642-5388

Francis C. Kearney (1-2,5-6A,15,16)
3904 Santa Cruz Av, SD, CA 92107 224-4381

Rex J. Little (1-2,4-8,10-11)
304 Trailview Rd, Encinitas, CA 92024
753-5311

Freda Picarelli (15)
4637 Hamilton St, SD, CA 92116 295-7844

Albrecht Schindler (2)
61-30 138 St, Flushing, N.Y. 11367

James T. Slingsby
P.O. Box 2776, SD, CA 92112 435-2459

New Address:

Ed Herfter
16081 Santa Barbara Ln, Huntington Beach,
CA 92649 (was Garden Grove)

EDITORS' COMMENTS

We would like to create a more complete file of back issues of the REPORT. If any members have any spare back issues, we would appreciate having them. --Gretchen and Perry Timmermans, 11147 Saunders Ct, SD, CA 92131, 271-1315.

FROM THE CAB, by Dick Pennick, Superintendent
(463-2276)

Miramar Revisited. On Saturday, March 9th, Master Mechanic Bob DiGiorgio and your Superintendent paid a visit to our newest arrival, an ex-U.S. Army kitchen car #DODX G-10. Main purpose was to assess the extent of the damage to the car's ice-box, but while we were there, a couple of anemic-looking plants were replaced with fresh ones in the planting areas along the north side of the storage track. Also, the smokebox door on ex-Coos Bay Lumber No. 11 was wide open, so this was closed and securely latched.

Project Activity Planned. Mark it down! Saturday, May 4th. All you traction buffs (and anyone else) will enjoy this one. We must paint our fine old San Diego Electric Ry. Co. streetcar No. 201, now stored near Campo, and make a few minor structural repairs to keep the rain out. When we arranged for storage of the car, the agreement was that no rental would be charged, but it had to be maintained in a somewhat presentable fashion. Thus, lots of paint and brushes will be available and (I hope) an equal number of willing helpers. I have had a lot of members ask when we were going to work on the car, so here's your chance. Should be beautiful that day, and the SD & AE mainline is just across the road, so bring your camera. Lunch will be provided by the Museum. Please call Supt. Dick Pennick at the above number (463-2276) prior to May 4th so that carpools, meeting points, etc. can be worked out and an adequate lunch planned. See you there!

Museum Photos Needed. The Museum staff needs some good black-and-white photos of its railway equipment, especially the locomotives, passenger cars, and unusual items like the railbus, "Blue Goose", and kitchen car, for an information sheet to be handed out at our booth at the Southern California Expo this year. Send prints to Perry Timmermans, Director of Publications, 11147 Saunders Ct., San Diego, CA 92131. Staff thanks you.

Incidentally, if you would like to be a staffer this year at the booth (we purchased a 10 x 10 space in the Trade Mart area), or be responsible for arranging the staffing of the booth, let our General Superintendent, Herb Kehr know (273-1074). An interesting and unique display is planned for this year and it takes only 28 members to handle the 14 Fair dates, in two shifts. We expect to get a great deal more public exposure in the Trade Mart than we had last year in the Hobby Building. Who knows? We may even win an award!

CRI & P.R.R. No. 82. Our most ancient rolling stock to date, 1884 ex-Rock Island R.R. switcher No. 82, now on loan to "The Depot" restaurant in National City, has been sporting a very neat photo-engraved metal sign on its side since December. The sign, indicating the Museum as owner of the locomotive and listing our mailing address as well, was made by a professional sign company to Museum specifications. We hope to attract some new members through this well-placed advertising medium. Our highly successful annual dinner was held in January at the restaurant, located on 24th St., 2 blocks west of the I-5 freeway in National City.

Windows Covered. Ex-U.P. chair car No. 576, in storage at Miramar NAS these past several years was, as previously reported, attacked by vandals. The broken windows, as well as the remaining unbroken ones on the "hidden" side, have been boarded up, thanks to the efforts of Perry Timmermans and Ron Milot. Thanks fellows!

Over at the Marine Corps Recruit Depot in San Diego, where our fine old ex-Santa Fe observation car No. 1509 reposes, Bob DiGiorgio boarded up the intricate etched glass windows to discourage breakage, which luckily had not yet occurred. Bob measured the windows, phoned the dimensions to your Superintendent who immediately cut out the plywood panels, delivered them to Bob in El Cajon, and the following day Bob tacked them up. Thanks, Bob. Your efforts are appreciated.

FROM THE CAB (Continued)

Last issue, we wound up a brief discussion and explanation of the Whyte system of steam locomotive classification. Now, let's look at a tabulation of all the various wheel arrangements used around the world and their American common name, if any. The "T" (tank) designation will not be used in this list.

<u>wheel arrangement</u>	<u>common name</u>
0-2-2	Bicycle
0-4-0	4-wheel switcher
0-4-4-0	-
0-4-2	Forney
0-4-4	"
0-4-6	"
0-6-0	6-wheel switcher
0-6-6-0	-
0-6-2	-
0-6-4	Forney
0-6-6	"
0-8-0	8-wheel switcher
0-8-8-0	-
0-10-0	10-wheel switcher
0-10-2	Union
2-2-2	Bicycle
2-4-0	-
2-4-2	Columbia
2-4-4	-
2-4-4-0	-
2-6-0	Mogul
2-6-2	Prairie
2-6-4	-
2-6-6	Bogie
2-8-0	Consolidation
2-8-2	Mikado
2-8-4	Berkshire
2-8-6	Bogie
2-10-0	Decapod
2-10-2	Santa Fe
2-10-4	Texas

The last half of this list will appear in the next issue.

April PSRMA REPORT

Steam in the Cuyamacas

Work parties — past and future

General meeting — April 26th

Two new public relations situations

Local railroad news

The new railroad restaurant in town

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PSRMA

GENERAL MEETING!

April 26, 1974

7:30 pm



Members, guests, and friends are cordially invited

COME!

The La Sala Room

House of Hospitality, Balboa Park

San Diego, California

PROGRAM

A movie: "Last of the Giants"

-- the Union Pacific Big Boys (4-8-8-4)
on Sherman Hill

For this, or future meetings, please contact Herb Kehr (273-1074) to make suggestions for programs such as films, slides, equipment displays, historical discussions, unusual or funny experiences which happened near or around trains.

PACIFIC SOUTHWEST RAILWAY

MUSEUM Association, Inc.

PRESENTS

A DAY at

sunday, may 5, 1974

Busch Gardens

LOS ANGELES, CALIFORNIA

Join the fun at Busch Gardens... a tropical oasis of breathtaking natural beauty...where exotic landscaping, waterways and lagoons form a background for rides, shows, music and magic. There's live entertainment all day long. A marching Dixieland band. The world's only Penguin, Otter and Sea Lion Show. A Trained Bird Circus. Boat cruises and a monorail. A giant flume ride. Open-air pavilions and restaurants.

And you can bring the whole family. You don't have to be a kid to enjoy it.



AND....

KNOTT'S Berry Farm

where a sumptuous Southern-fried chicken dinner awaits you, complete with hot biscuits and lots of Mrs. Knott's famous berry preserves. After dinner, look for ex-Denver & Rio Grande Western Railroad narrow-gauge 2-8-2 No. 464, long a familiar sight at Durango, Colorado.



NAME _____

ADDRESS _____

CITY _____ ZIP _____

_____ adults at \$12: \$ _____

_____ child(5-11), \$9: \$ _____

_____ child(under 5) at \$6: \$ _____

TOTAL: \$ _____

We will board bus at: _____ Great Western Bank, Mission Vly. Center, 8 a.m.
 _____ U.S. Grant Hotel (3rd St. side), 8:30 a.m.
 Return to San Diego approximately 10 p.m.

Please make checks payable to: PSRMA, Inc. Mail with stamped, self-addressed envelope to: A Day at Busch Gardens, c/o George Geyer, Host, 2928 Fir St., San Diego, CA 92103. Fare includes bus, Busch, and beans.