

REPORT



Issue 107

Nov. 1974

San Diego, California

RIDE IN THE CABOOSE, by Ron Zeiss

Thru the Arizona desert, about 300 miles east of San Diego runs the diesel powered, standard gauge Tucson Cornelia & Gila Bend Railroad. Running the last daily operated (Monday through Friday) mixed train west of the Mississippi River, this railroad carries passengers in an outside braced caboose built by the railroad in 1947.

Running between Gila Bend and Ajo, Arizona, passengers can board the train at either terminal. The train leaves Ajo promptly at 7:00 am for the northbound run arriving at Gila Bend about 9:00 am. After a minimum of switching duties the train leaves Gila Bend promptly at 9:25 am for the southbound run to Ajo, arriving there about 11:00 am.

The fare for a 43.3 mile one-way trip is 97¢ and hasn't changed since 1946. Conductor Tom Welty will let you ride with him in the cupola of the caboose and will give you a history of the line between the paperwork that he is busy with. One of the things that he is bound to tell you about is his 20 minute talk that he had with actor Bert Reynolds during the filming of a movie at the south end of the line called "The Man Who Loved Cat Dancing." A steam locomotive, ex-Virginia & Truckee 4-4-0 #11, the "Reno" was trucked in from Tucson for the movie.

I took the Greyhound Bus to Gila Bend (round-trip fare \$30.70) and stayed at the Coronado Motel which was only four blocks from the Southern Pacific depot at Gila Bend, where the TC&GB mixed train leaves. The Southern Pacific main line is only a block from the motel and I listened to freights rumble through town all night long. There is no taxi service in Gila Bend but you can call from the bus station and most of the motels will pick you up free of charge. If you stay overnight in Ajo, the New Cornelia Hotel is in walking distance of the train depot.

An article appeared in the October, 1973, issue of "Railroad" magazine on the TC&GB and "Trains" magazine ran two photos of the mixed train in their April, 1972 issue. If you like mixed trains and desert railroading, the TC&GB is your line to ride!

ELECTION RESULTS

The following is the set of newly elected officials, which were duly elected at the Fall General Meeting. Congratulations to all!

President: Richard E. Pennick
Vice-President and General Manager:
George Geyer
Secretary: Frieda Butler
Treasurer: David C. Hobson
Board Member: Ronald L. Milot
Review Committee Members;
3-year term: Raoul M. Morales
2-year term: Ronald L. Milot

The officers will take office January 1, 1975. Until that time, Frieda Butler will be serving as Acting Secretary.

Our most sincere thanks for our outgoing officers and their invaluable efforts during the past year.

Individual copy: 25¢ Donation
Membership and Address Changes:
H. J. Ruiz
8029 Longdale Drive
Lemon Grove, Calif. 92045
Editors: Perry and Gretchen Timmermans
11147 Saunders Court
San Diego, California 92131

OLLIE JOHNSTON FAMILY VISITS JAPAN

The Johnstons spent about a month in Japan this last summer, where they saw a few operating steamers, all coal-burners, pulling freight. The Johnstons rode the SHINKANSEN at 120 per. Ollie says all trains run often and on schedule, without benefit of Amtrak.

Ollie had a sample of his boiler water tested recently by a professional chemist, and he says his water problem appears to be far different from either Ward Kimballs' (San Gabriel) or Disneyland (Anaheim). During the recent boiler work on the "Marie", all of the old flues were found to be pitted.

JOHNNY CASH TELLS "TRAIN STORY" NOV. 22nd

Mark your calendars. On Friday, November 22nd, the great American ballad singer, Johnny Cash, will present "The Great American Train Story", a one-hour special to be carried by the local ABC-TV affiliates Channels 3, 7, and 39, at 10 pm. Some of the scenes were filmed at the Colorado Railroad Museum near Golden, Colorado, using their ex-D & RGW, ex-Southern San Luis Valley Ry. 2-8-0 No. 583 and the grand old lady, ex-D & RGW, ex-Montezuma Lumber Co. narrow-gauge 2-8-0 No. 346. The 90-year-old 346 was under steam with a narrow-gauge coach and Rio Grande Southern business car "Rico" to film a "robbery" sequence at the water tank.

MIRAMAR TOURS KEEP MEMBERS BUSY

It is difficult to really give enough credit to member Linda DiGiorgio and her volunteer staff of helpers who have been turning in yeoman service at our Miramar storage site, guiding tours through the railroad equipment stored there. Handled through the Public Affairs office at Miramar, the tours comesingly and in bunches, from a handful to busloads. Linda attempts to get around to all members eventually in her continuing effort to provide an adequate number of staffers for the tours. Some members say: "Oh, I couldn't do that. I don't know a thing about the Museum or the equipment!" Believe it or not, we were all in that boat at one time! But Linda has anticipated that

MIRAMAR TOURS - Continued

and has prepared a very informative handout for all staffers which gives them the basic info they need to know to get through the tour. Besides, there is generally an experienced staffer in charge, so he or she will be able to take much of the burden off of the neophyte until the member is able to handle it by himself. Remember, the more you do it, and the more you participate in Museum affairs, the more experienced you will become and the more familiar you will be with the Museum and its displays. Give Linda a call during the day at 283-3066 and experience the joy of giving the ultimate gift: YOURSELF!

"CENTBURNE" SPARKLES ANEW

What a thrill to see what the Berrays and the Stodelles hath wrought! Countless man-hours, countless cans of paint and cleaner, untold quantities of brass fixtures and fittings to be stripped and shined, an awesome quantity of beer and cocktails consumed, all now nearly all behind, a matter of history. Jack and Elaine Stodelle's Flapper-era Pullman, now stored next to the Museum's Victoria at the Amtrak depot, is once again a thing of beauty and grace (the ladies' room is a bit garish). The new red-orange pile carpet accents the sky blue walls, which in turn set off the polished brass accouterments. It is anticipated the car will be in our Puerto consist November 2nd. Our hats off to a job well done!

NOTES FROM MEMBERS

Member Donald Tustin of San Jose sends us a copy of The Ferroequinologist, the Central Coast Railway Club of San Jose, which advertises our Puerto Penasco trip.

Member Al Vartanian sends us a historical introduction which notes that a fuel shortage may have been responsible for the locomotives' great progress in development more than a 100 years ago -- just as our present fuel shortage may accelerate our knowledge of new power sources, as well as increase our use of older locomotives.

MEMBERSHIP NEWS, by Herb Ruiz, Director of
Personnel and Records

Membership renewals are due for many of our members December 31st. Renewal notices will be mailed to those members early in December so that they may submit their dues in time. If you are in doubt of your membership expiration date please check your membership card or give me a call on the telephone (463-3269).

New Regular Members

Virginia L. Czajkowski (13, 15, clerical)
2920 Clairemont Dr., SD 92117 276-7486

Jeffrey Day (2,3,7)
4121 Ibis St., SD 92103 299-3518

Timothy J. La Brucherie (4)
499 W. McCabe Rd., El Centro CA 92243
714-352-4607

Ms. Gara H. Lyon (3,7)
1885 Diamond St., Apt 2-315, SD 92109
270-0180

Donald A. Reed (2,3,7)
4920½ Field St., SD 92110 276-4096

Bill Romer (2,3,7)
203 Laurel Ave. #22, National City 92050
474-4587

Richard H. Thomas (2)
6657 Ridge Manor Ave., SD 92120 582-9487

New Contributing Members

Ms. H. Jean Babbitt
4488 Euclid Apt. 21, SD 92115

Herman S. Englander (2)
10125 Vivera Dr., La Mesa 92041 444-0359

Roger A. Greenwell
3652 Oleander Dr., SD 92106 222-7753

Peter P. Haviar Jr. (2,4,7)
4430 Carmelo St., SD 92107 222-7387

Dr. Harvey E. Heiges (2,3,18)
2362 Bahia Dr., La Jolla 92037 459-7686

Jack C. Linn (2,7)
1804 Chalcedony, SD 92109 273-9716

Mickie Sides (15,17)
10707 Jamacha Blvd #120 Spring Valley
92077 466-4915

John T. Tilton (2)
14508 Kennebunk St., Poway, CA ;92064
748-4943

FROM THE CAB, by Dick Pennick,
Superintendent

ONE DOWN, ONE TO GO

By the time you read this, one of the Museum's two temporary material storage sites may be only a memory. The property is being sold and our spare driver tires, air pumps, yard office, water tank (the latter two are both dismantled and easily portable), etc. must be moved to new quarters. I urge all members to report any leads on possible storage sites for this material. The property must be fenced and reasonably secure from vandalism.

MORE ON VICTORIA

PSRMA Master Mechanic Bob DiGiorgio is in the process of surveying the machinery and appurtenances on private car Victoria, and he reports that, all in all, things are ship-shape. The car's steam boiler (used for hot water and car heading) was given a visual inspection by Mr. Siciliano, our insurance company's inspector, and the word is it should work fine. Eric Sanders has offered to check the car about once a week to help reduce the incidence of vandalism.

Canada Heard From

I was recently handed a copy of the November, 1972, issue of "BRANCH LINES", newsletter of the Ontario Rail Association, Inc., a Canadian group very much like ours. This issue was especially interesting to me because it featured a story about their acquisition of a steel observation car, the TEMAGAMI, from the Ontario Northland Ry. The car is about the same vintage as our VICTORIA and 1509 and very much resembles both of these cars. ORA members completely restored the car, using almost all volunteer labor. Permit me to quote from the text: "First job to be tackled by the ORA volunteers was the roof. The entire length of the silver-painted steel roof was wire-

FROM THE CAB (Continued)

brushed, some small holes patched, and a coat of glossy black was applied.

"While the roof was being repaired, other volunteers tackled the sides, sanding the entire exterior and filling nicks and scratches to provide a proper base for the final painting. Wooden window sashes which had deteriorated were repaired, and brass rails on the observation platform were revealed from under the green paint which had covered them.

"The car's new coat of Pullman Green was applied..." and the original name and number were restored to the newly painted sides. "Meanwhile, much elbow grease was used to put a gleam on the polished wood interior. Several ORA ladies gave the washrooms the spit and polish treatment and the carpet was given a heavy cleaning. Carole Black embroidered a tablecloth for the dining room. Dr. Barney Marsales supplied an awning for the observation platform...Canadian National has now approved TEMAGAMI for movement on regular CN passenger trains and it is available for charter for ORA members..." Certainly a success story if there ever was one, and one that convinces me that we could save ourselves the \$2,000. to have our 1509 painted professionally and do the job ourselves! (See "Phase I Restoration Planned for 1509").

Phase I Restoration Planned for 1509

Saturday, November 16th. Mark this date on your calendars. At 9 am, work will begin on Phase I of the restoration program for our old Sante Fe Observation car 1509. This will consist of removing rust buildups and cleaning and priming on the exterior surfaces. Phase II will finish the roof; car exterior will be repainted under Phase III, and the final phase, Phase IV, will take care of the interior restoration.

No special skills will be required for most of this work. However, once final body painting begins, we will need the services of a member familiar with spray-painting apparatus. It is anticipated that most of the paint will be donated by the industry.

If you plan to help out, and we hope that you do, plan to be at the car at the Marine Corps Recruit Depot on Pacific Highway at 9 am. Bring your lunch and required tools. BE SURE to call me at 463-2276 if you plan to help, so that I can plan the work according to the number of volunteers and advise you as to the required tools. If it's raining, then of course the party is automatically cancelled without further notification.

1509 Inspection Completed

Supt. Pennick, Asst. Superintendent Milot, and professional painter Mr. Tony Codina (the gentleman who plays the part of Cabrillo at the annual Cabrillo Festival) inspected car 1509 on October 12th to determine the proper approach to restoration of the car. The knowledge gained will be put to use when restoration begins on November 16th.

Bicentennial Notes

Miramar NAS has given the Museum permission to perform the necessary restoration work on Coos Bay 2-8-2T No. 11 on the base track-age. We are certainly elated that Miramar reacted favorably to our request, as restoration at another site would have been quite difficult, if not impossible. If sufficient personpower is available for two crews, we may be able to restore the No. 11 and the car 1509 at the same time. The loco will probably be sandblasted, using the Museum's own sandblasting apparatus. We do not own a large air compressor to run the blaster, however, so if you know of any member or other person who does and would be willing to loan one to us, or donate the rental for a "U-rent" unit, give me a call. (Check the colum herein: "Can you donate or loan any of the following items?"). The ex-logging engine will head up our bicentennial "train" on the spur track adjacent to the old site of Lane Field, along Harbor Drive just west of Broadway.

Plate Being Passed

Everyone has their hand out these days, it seems, and PSRMA is on the "giving" rather than the "Receiving" end this year. We owe \$1050 to the California Southern Railway

FROM THE CAB (Continued)

Museum at Ferris for storage of our two fine old 0-6-0 switchers, No. 10 and No. 3. The Navy has jumped on the bandwagon also, and is now charging the Museum \$810 a year for storage of the bulk of our Museum equipment at Miramar NAS. Unfortunately, we can't do without this storage at the present time, because there is no other place to keep them until we have a site of our own. There are many advantages to our use of the Navy track for storage, and we are appreciative of the Navy for allowing us the opportunity to store our exhibits there for awhile. But it rankles me a little bit that they feel that track is worth that much money, especially when a non-profit, educational organization is involved. Is there no charity among the powers that be? I note that Miramar does not pay us to be at their beck and call when a tour group wants to see the railroad exhibit, even through it is often an inconvenience to provide the necessary staffers. We, of course, do it without expectation of renumberation, as part of our educational function as a museum. But the system does seem to be a little bit out of balance in favor of the Navy.

Which all boils down to this: in an already over-stretched economy, the Museum is faced with an increased need for funds, even though donations of goods and services has been on the upswing this year. Your directors have stubbornly resisted the temptation to increase the dues, opting rather to increase our membership and reduce expenses. Both of these alternatives have been employed with some success, but with the greatly increased expenses that now and will be affecting Museum operations, those alternatives are insufficient by themselves. The last dues increase was back about 1967 or 1968 when the voting ("Regular") membership was increased from \$5.00 per year to the present \$10.00. In the intervening six or seven years, prices have continued upward, and they have zoomed out of sight in the last year and a half. Inflation affects not only the Museum but also the members, reducing their ability to pay higher dues. The Directors have made no decision one way or the other, but a decision is imminent for the sake of the Museum's fiscal wellbeing.

In light of the foregoing, some members have suggested -- even recommended -- that some of the Museum's railway equipment be sold! Can you imagine that? As one who personally donated and solicited donations of hundreds of dollars toward movement of several of our steam locomotives from their respective origins, I can safely say that I, along with a number of other Museum members, have a vested interest in them, and would strongly and dilligently resist any attempts to sell any of our hard-won exhibits for the sake of some temporary fiscal relief. The Museum has already learned the fallacy of this approach. A rare three-truck Heisler geared locomotive was donated to us several years ago, but because of the expense of transporting the engine to San Diego from its Stockton, California location via flatcar, coupled with the reportedly "poor" condition of the engine, it was sold as is, where is, to the Pacific Locomotive Association in Oakland for a ridiculously low price because the engine had to be removed from the premises without delay. The "poor" locomotive is now operating somewhere in Northern California. Human beings are supposed to learn from their mistakes.

Museum Gets Switchstand Collection

A collection of approximately half a dozen railroad switchstands, some from the narrow-gauge Pacific Coast R.R. that once ran from San Luis Obispo to Los Olivos, Calif., has been donated to the Museum by former PSRMA Director and member, Terry Durkin.

On Saturday, October 19th, members Herb Kehr, Ron Zeiss, and Buck Hathaway took delivery of the stands at Miramar NAS and transported them in Buck's pickup truck to MCRD, where they were tucked safely away in our old refrigerator car. Thanks, fellows, for the helping hand.

Skills Needed

I have been compiling a roster of members who possess special skills of value to the Museum. With the aid of membership applications and personal contacts, I have a pretty good start on this, but I know there are others out there who have useful skills. Give me a call at 463-2276 if you would like to share your skill, know-how or equipment with your Museum.

FROM THE CAB (Continued)

Can You Donate or Loan any of the Following Items?

1. 110 or 220 V. gasoline generator, of sufficient wattage to run several pieces of power hand tools at the same time.
2. Large, jackhammer-size air compressor.
3. Silica sand for sandblasting (we need 20 - 30 sacks. Can 20 members donate one sack?)
4. \$1500 each to ship our two locomotives at Ferris to San Diego.
5. Steel wool, paint brushes (various sizes), kerosene blowtorch, saws, hammers, many other small items.
6. Yourself.

If you can, call 463-2276.

November REPORT -- November 16 -- Phase I Restoration on Car 1509
Can you help? Call 463-2276 and help a little!

A Ride in the Caboose

Election Results -- Congratulations and Thanks

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