

REPORT



Issue 108

Dec. 1974

San Diego, California

FINAL QUARTERLY MEETING ENJOYED BY MANY

The last general membership meeting for 1974 is now a matter of history. The well-attended meeting, held in the La Sala Room of the House of Hospitality on Friday evening, October 25th, was highlighted by the annual election of officers and a fine program of slides presented by Vern Cook. The next regular meeting will be the annual installation Dinner in January, time and place announced herein, and it promises to be a customarily good food, tasteful entertainment, and some of those great door prizes!

ANNUAL BANQUET SET FOR JANUARY 26th

In its continuing effort to provide quality dining amid elegant surroundings at reasonable cost, the Museum has completed arrangements with the highly-rated Imperial House Restaurant to host the Annual Dinner and installation of 1975 officers.

The Imperial House, located in the beautiful Imperial Tower, 505 Kalmia Street, adjacent to Balboa Park, is well-known in San Diego for its fine cuisine and relaxing atmosphere. Besides the fine raffle and door prizes for both ladies and gentlemen, an outstanding program has been arranged. Through the courtesy of the San Diego Historical Society, Mrs. Virginia Lucas, an acknowledged authority on early San Diego history, will provide us with an illustrated historical account of the development of Old Town, where San Diego began. Mrs. Lucas for many years taught local history in the San Diego area school system.

Also on tap for your enjoyment will be a guitarist Walt Richards, who endeared himself to all who attended this year's dinner with his renditions of traditional railroad folk ballads like "The Wreck of the Old 97", "Wabash Cannonball", "She'll be comin' round the mountain", and others.

Members will find a brochure and coupon included with this issue of REPORT. Fill out the coupon and drop it in an envelope with your check and a self-addressed, stamped envelope prior to January 18th. Y'all come! And remember, guests are welcome!

ROCK ISLAND NO. 82 LOSES HOME

Milt Pollard, owner/operator of "The Depot" restaurant in National City, recently informed the Museum that he did not wish to renew the lease of the antique 1884 locomotive, which has sat at the head end of his "train" for the last two years. For the last year, a small sign has been in place on the engine proclaiming its ownership by the Museum. We now are faced with providing a safe temporary storage site for this rare item. It has been given a complete cosmetic restoration by Pollard and will need little attention for a number of years. (Hey! We need a restored locomotive for our Bicentennial display! ~~XXXXXXXXXXXX~~. I wonder if...!)

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

ANNUAL TRAIN TRIP ROUSING SUCCESS

Saturday, November 2nd was again the day when PSRMA "gets it all together" for the traditional trek to that quaint Mexican fishing village called Puerto Peñasco.

Over 600 excited travellers from all over the Southwest boarded the 12-car train at Mexicali for the 150 miles of clackety-clack to Puerto. Jack Stodelle's private car, "Mexicali Rose" offered some plush elbow room and office space for the Museum staff. Jack's old Pullman "Centburne" was also due to be in the consist but it got lost somewhere between San Diego and Mexicali. A freshly-painted baggage car was also provided in response to our request, but Excursion Director B.V. Parks red-tagged it because it did not have the protective footplate over the coupler at the end of the car. This plate prevents the possibility of someone dropping a foot or a leg down between the cars, which might result in very serious injury.

Departure from the Border was close to schedule, but an inordinate number of "meets" along the way (a stock car blocked on siding that was supposed to be used for a meet, creating additional delay) caused a late arrival at Puerto, resulting in an abbreviated stay there. Also, on the return trip, it was discovered there were no lights in two cars and since the electrical connections between cars did not match up, some of our passengers rode the 150 miles in the dark. But on the positive side, if you've never taken a ride through the desert on a moonlit night without the distracting influence of artificial lights, you are in for a pleasant surprise. It's a whole new world.

But despite the problems (no trip has yet been without them), everyone apparently had a great time. The Hotel Villa Granada, our customary base of operations in Puerto, again came through with the always-enjoyable open house. Buses and taxis awaited our excursionists at the station and ferried them to whatever destination they desired. Some youngsters, evidently veteran Puerto trippers, donned swimwear and took advantage of the tepid waters of the Gulf coast.

Many calls have been received by the Museum from satisfied Puerto participants saying "Thank you" for a job well done and for allowing them the privilege of taking part

PUERTO TRIP (Continued)

in such a unique adventure. The Museum's volunteer train staffers were given very high marks for their energies. Many of these callers have also become members, and since this will be the first issue for most of these new members, PSRMA says: "We love ya'!"

CHANNEL 10 COVERS RAILCAR RESTORATION

Phase I of the restoration of our venerable observation car, No. 1509, began on Saturday, November 16th at the Marine Corps Recruit Depot, San Diego.

Major item of work was the stripping of the old embrittled paint on the roof and removal of the outside windows for repair (the car is equipped with double windows).

Channel 10 newsman Larry Boyer covered the activities, including an interview with Superintendent Dick Pennick, and the station provided excellent coverage and comments on both the afternoon and evening telecasts. Channel 10 has been extremely helpful to the Museum and its efforts for several years and it is truly gratifying to get this kind of cooperation from the local media. Area newspapers have also been very helpful in many cases.

Except for the small turnout of volunteers and the water can getting knocked off the rear platform, it was an enjoyable day and much was accomplished. Removing the flaking paint from the roof has already improved the car's appearance and, thanks to the loan of the scaffolding by Mr. Tony Codina, the job was accomplished safely and easily. Public restrooms are nearby, so no one should be inconvenienced by lack of facilities.

The Museum staff thanks Ron Milot, Cass Witkowski, Steve Rosefeld, and Dick Pennick for their help. If you would like to join with us next time (we have plenty for everyone to do), please give Dick a call at 463-2276 after 6 p.m. Who knows? You might end up a big T.V. star like Cass Witkowski!

VIEW FROM THE CUPOLA, H. Chalmers Kerr, Jr.,
President

TV SPOTLIGHT - PSRMA continues to ride high as the result of the good TV news coverage about the acquisition of VICTORIA. The producers of the Channel 8 early morning variety show "Sun-Up" were intrigued with our organization and wanted to know more about us. So yours truly met with Mrs. Sara Purcell, co-host of Sun-Up, to discuss her plans for a future interview. On the October 18th Sun-up, a 5-minute live interview was featured midway in the program at 8:30 am. Several color photos of museum equipment were shown to supplement the in-depth questions asked about PSRMA equipment, members, objectives. The interview had considerable impact, primarily resulting in a large number of Puerto Peñasco Excursion ticket sales and several new memberships. A big thank you to Channel 8 TV for their continuing interest in PSRMA.

BICENTENNIAL EXHIBIT UPDATE - As reported earlier in REPORT, the San Diego Unified Port District is donating the ARBC Historic Railroad Exhibit site on kSan Diego's Embarcadero near the Star of India. However, the rent-free lease requires that PSRMA carry \$1 million liability insurance. This unbudgeted expense for the project will add about \$2-3 hundred per year to our present insurance premium. Also, the security fence enclosure for the exhibit will cost a minimum of \$1615.00 installed (a 6 ft. chain link fence, plus barb wire top and two train gates). The quoted cost is 20 percent over budget because of inflationary causes. Hopefully, the needed funds will be forthcoming from members and friends of PSRMA. Remember that the HISTORIC RAILROAD EXHIBIT will be a mini-museum introducing PSRMA to the San Diego community during the next two years and the exhibit will offer all members an opportunity to participate on a regular basis. If we put on a good show now, it will benefit PSRMA in the future when the permanent museum is functioning.

FAIRWELL - On 31 December 1974 I will step down as president after wserving an unprecedented 4 years. I leave this job with mixed emotions, that is, proud at having seen many important improvements in PSRMA, but also frustrated in not having accomplished much more. When I first became president in 1971 PSRMA had reached a crisis situation; land was unavailable for a permanent museum, membership was declining, equipment storage locations were evaporating,

VIEW FROM THE CUPOLA (Continued)

money was in very short supply, and membership apathy was rampant. The situation may not seem much different now to the casual observer, but indeed PSRMA is in very good shape. Temporary storage is now available for all of our equipment (including the six items acquired during the past four years: reefer, tr up kitchen car, 1509, Victoria, diesel switcher and Rock Island No. 85), membership is at an all time high nearing 180, many more members are active, attendance at all meetings is up, prospects for land are now better than anytime in the past several years, money however, is in short supply (as it will always be...), expendable income is falling behind current needs and very much behind inflationary erosion. On the balance, I honestly can say the PSRMA is strong and healthy, in better shape than four years ago.

I wish to thank all current and past officers, directors, administrative staffers, volunteers and members for your support, help and constructive criticism during my tenure as president. Without each of you PSRMA wouldn't have progressed as far as it has. I will serve as Chairman of the Board of Directors during 1975 and pledge my support of our new president, Dick Pennick. I invite you all to do likewise.

Here is hoping that 1975 will see PSRMA turning the first spadeful of earth at our permanent museum home and let's all work toward that goal with vim and vigor. A Merry Christmas and a Happy New Year to the PSRMA family of members and friends.

AROUND THE TURNTABLE by Dick Pennick

SD & AE: An 11th hour restraining order by a federal judge in San Francisco temporarily blocked a pending strike by members of the Brotherhood of Locomotive Engineers working for the Southern Pacific Transportation Co., which includes the SD & AE. Dispute hinged on manning practices of so-called "slave" units -- crewless locomotives cut into the middle of a train as a helper on hills but operated by radio remote control from the lead locomotive. S.P. has never used such unmanned units, always providing a crew on those engines. But for the court order, SD & AE enginemen in San Diego would have walked out on October 10th. W. T. Herral, the local line's Superintendent, said the

AROUND THE TURNTABLE (Continued)

SD & AE has never used slave units and didn't expect their use in the foreseeable future. Harral said the units are used to reduce the drawbar pull on the lead units and the corresponding "string line" effect in curves on an uphill grade, an effect which tends to "straighten out" the train and pull cars toward the inside of the curve. ---- The Jordan Spreader was used for several days on the La Mesa branch during the month of October, contouring the right-of-way and cutting new drainage ditches at various places. The Roustabout provides the motive power for the unit. ---- Rotted ties were being replaced in the vicinity of M.P. 12, just South of La Mesa. All old ballast, what there was left of it, was removed, and will be completely new ballast, the first time ever on that portion of the line. Roustabout did not run on October 10th due to the track work. As a result, next day's train had its work cut out for it with all the cars stacked up. ---- The next section of welded rail, between Seeley and Plaster City, will be placed as soon as the ½ mile long sections arrive via El Centro. These lengths cannot be used in the Gorge due to numerous tight curves and tunnels. Two standard 36' sections welded together into a single 72-footer must be used instead. The extra crews required for the job will be provided by S.P. The Museum hopes to sponsor a field trip to the Valley to view the welded rail operation. Watch for further developments in REPORT. ---- AMTRAK: Legislation enabling a \$8 million study of a high-speed ground transportation system between Tijuana, Mexico and Vancouver, B.C. may already have been considered by Congress by the time you read this. The study would be done by the State Dept. of Transportation (CALTRANS), and would consider various methods of high-speed ground transportation, including rail. California Rep. Glenn Anderson explains "we simply need an alternative to the automobile and the airplane in commuting between cities that will permit fast and easy travel with the least waste of energy" (amen!). Anderson envisions a system like the 185-mile per hour turbotrain in France, which San Diego's Rohr Industries has the license to build. Major stops on the proposed route would be San Diego, Los Angeles, Fresno, San Francisco, Sacramento, Portland, and Seattle. ---- Amtrak

AROUND THE TURNTABLE (Continued)

has requested \$90 million for upgrading rail service on the San Diego - L.A. route so the average speed could reach 90 mph. Present average is reportedly 38-45 mph. Railroads can't neglect their rails, ties, and ballast for long without equipment damage, but deferred maintenance is a matter of economics. The money simply has not always been available. Return on each invested dollar for the rail industry as a whole in 1973 was a paltry three cents. Even then, that was the highest since 1966. "What must be done", according to the Chicago Tribune, "is to insure that the industry earns enough money to keep its house in order." The I.C.C. is helping by moving more quickly on requests for freight rate increases. ---- BART: It's past history, but on Sept. 16th the delay-plagued \$1.6 billion rapid transit system in the San Francisco Bay area finally opened its last and most crucial link -- a 3.6 mile tube under San Francisco Bay -- five years behind schedule. Thousands abandoned cars and busses to take the 80 mph ride through the world's longest and deepest underwater vehicular tube. ---- Chula Vista's Rohr Industries, who built the advanced-design cars for BART, now faces competition in the rapid-transit vehicle field from St. Louis-based McDonnell-Douglas Corp. McDonnell, another diversifying aircraft firm, signed an agreement with (where have we heard that name before?) Krauss-Maffei, A.F. of Munich, Germany, builders of the now-legendary diesel-hydraulic locomotives once the talk of the railroad industry not too many years ago. Contract calls for exclusive U.S. rights to manufacture the electromagnetically-controlled vehicles designed to carry 10,000 to 20,000 passengers per hour singly or in trains. ---- RIP-TRACK: Slow Motion Shorty, a vagabond from Rochelle, Illinois, was crowned king of the rail riders at the national Hobo convention in Britt, Iowa, replacing defending king, Maury "Steam Train" Graham of Toledo, Ohio. ---- Last Spring, the San Diego City Council approved a request by tenants in the Miramar industrial park to change the names of "Flatcar Street" and "Caboose Way" to (ugh!) "Trade Street" and "Carroll Way" (that's progress?). ---- 87 year-old Jeannie Crocker Henderson, granddaughter of one of the Central Pacific R.R.'s "Big Four", Charles Crocker, died recently in Hillsborough,

AROUND THE TURNTABLE (Continued)

Calif. Her father, Charles F. Crocker, was at one time President of the Southern Pacific Co. ---- The Mexican State railway system is buying more than \$13 million of Canadian railway equipment, beginning a 5-year, \$200 million program to rehabilitate the Mexican railway system. ---- Sears is selling a set of 6-12" x 12" float glass mirror tiles featuring screen prints of antique locomotives. ---- April, 1974 issue of AMÉRICAS, published by General Secretariat of the OAS, Washington, D.C., had an interesting historical article entitled "First Railroad in Latin America." Turns out it all began on the island of Cuba in 1837. ---- Channel 8 aired "The Good Guys and the Bad Guys" on October 10th. Made in 1969, the movie starred not only George Kennedy and Bob Mitchum, but more importantly, a complete D & RGW narrow-gauge train with outside-frame 2-8-2 and cars lettered "Great Mountain R.R." Good cab shots and train action but customary Hollywood practice of whistling regularly whether approaching a grade crossing or note. Apparently most movie makers feel a steam engine would be unrecognizable without a constant steam plume at the whistle. ---- Late news: Wall Street Journal has been running the following ad recently: "One of California's only operating narrow-gauge steam railroads is for sale -- Major tourist attraction -- Here is a truly unusual opportunity to invest in one of California's last remaining narrow-gauge railroads. Located in the heart of the Mother Lode gold country, rich in folk lore and fascinating tourist attractions, the WEST SIDE & CHERRY VALLEY Railroad awaits a bright future as a passenger carrying excursion line.

"The railroad lies over a 6½ mile scenic route through the picturesque Tuolumne River canyon. Purchase price includes 340 acres of land including a 30 acre lake (the former West Side Lmbr. Co. mill pond) at Tuolumne, a depot (the old Hetch Hetchy & Yosemite Valleys Ry. depot), gift shop and movie theater. Equipment includes two operating Shay engines with passenger cars, logging cars and numerous other pieces of rolling stock, plus a roundhouse (engine house) and work shops. For information contact: Box 443A, The Wall Street Journal, 701 Page Mill Road, Palo Alto, CA 94304 -- Please do not contact railroad office." Wish I had the \$100,000 or so to invest. I have some fond memories of banging around

AROUND THE TURNTABLE (Continued)

that railroad when they were still hauling logs over 45 miles of winding 3'-gauge track, and a 4 am cab ride in Shay No. 8 under the capable hand of engineer Karl Wyhliko deep in the forrested canyons of the Stanislaus National Forest. ---- Up in the El Dorado Nat'l Forest, near Camino, California, the 3'-gauge Camino, Cable & Northern R.R., operated as a tourist attraction by Hal Wilmunder of Sacramento, has called it quits also, and most of the equipment is being scattered to the four winds. Line had been building and running trains over track laid on the roadbed of the former Michigan-California Lumber Co. narrow-gauge line out of Camino. This writer had the good fortune to ride behind Wilmunder's narrow-gauge Heisler a number of years ago on his Antelope & Western R.R. near Antelope, Calif., long before he located at Camino. In fact, the last time I ran into Hal, he was talking to the Pickering Lmbr. management and looking over the West Side Lmbr. property at Tuolumne prior to its shutdown, with an eye toward leasing the West Side's track and facilities for use to serve an isolated mountain resort to be located along the narrow-gauge line. Obviously, the deal fell through. That was 15 years ago. I have a hunch Willis Kyle, millionaire California industrialist, will be interested in the West Side property to add to his collection which includes the San Francisco Belt R.R., the Oregon Pacific & Eastern, Lahaina, Kaasapali & Pacific (Maui, Hawaii), and the Yreka Western. ---- Pennsylvania's famous narrow-gauge coal-hauler turned steam tourist line, the East Broad Top, at Orbisonia, also had a standard gauge switching yard at Mt. Union, the other end of the line. After the big union strike about 1953, most of the mines along the line closed down, the steamers were locked up in the roundhouse at Orbisonia, except for the two old standard-gauge switchers at Mt. Union, which were run into a barn and forgotten. In the late 1950's, the narrow-gauge portion experienced a revival that has continued to this day, but the two Mt. Union switchers remained forgotten and vandalized until recently. The railroad is now offering them for sale. Both are badly stripped and both are Baldwin 0-6-0's built in 1907 and 1923, one with a slopeback tender. Contact the East Broad Top Railroad, Rockhill Furnace, Pa. 17249, if you're in the market for a steam locomotive. I have a photo of the No. 3 if anyone's interested.

FROM THE CAB by R. E. Pennick, Superintendent

As I promised I would do back in January of this year, I submit herewith the second in the series on the steam locomotive. In this installment, I will discuss the locomotive that complements and interrelates with each other part. I will endeavor to keep the discussion simple, basic, and easily understandable.

Miriam-Webster's New International Dictionary describes a locomotive as "...a machine that moves about by operation of its own mechanism". But L. V. Ludy, a former professor of Experimental Engineering at Purdue University, suggests that the "operation" of a steam locomotive's "mechanism" may not be without fault. According to Ludy, "of all heat engines, the (steam) locomotive is probably the least efficient, principally due, no doubt, to the fact that it is subject to enormous radiation losses and to the fact that it must carry its own steam plant".

The steam locomotive took 100 years to develop, and another 140 years to be refined into the super-power machines of the twilight hour of steam in this century. But all of this grand tradition, when the term "locomotive" was synonymous with "steam locomotive", came to an end almost overnight with the advent of the more efficient diesel-electric.

Basically, a steam locomotive is nothing more mysterious than a teakettle on wheels, carrying its own stove along with it to keep the water boiling. The "teakettle" part is called the BOILER for obvious reasons, since that is the place where the water is boiled to make steam. Boilers came in various distinct shapes, but basically were iron or steel cylinders several feet in diameter, closed at each end with watertight steel disks called FLUE SHEETS. It was in this sealed chamber, between the flue sheets, that the water was heated to make steam.

On a locomotive, the "stove" is called a FIREBOX and it was located at the rear of the boiler, inside the cab, to simplify the task of supplying fuel to the fire. Fireboxes were all pretty much what the name implies -- a box, set permanently into the water space of the boiler so that it was covered on its top and on four sides by water. The side nearest the cab had a door, sometimes two doors (FIREDOOR) to allow fuel to be applied to the fire (in the case of coal

FROM THE CAB (Continued)

or wood burners) or to permit access to the firebox by maintenance crews. The front wall of the firebox (the wall furthest from the cab) happened to also be one of the flue sheets, called the "Back" flue sheet. The flue sheet at the other end of the boiler was called the "front" flue sheet.

1509 RESTORATION SET DEC. 14th

Please plan to join us on Saturday, December 14th, for the second in a series of restoration sessions designed to fully restore car 1509 for its role in our American Revolution Bicentennial exhibit next summer. I expect to see many of you who for various reasons could not make the last get-together. Call me at 463-2276 if you plan to make it.

GOOD WISHES FOR HOLIDAYS

1974 will soon be history. This issue will be my last opportunity to wish all of you a very joyous and happy Christmas season, and I hope that each of you will greet the new year with optimism and a personal resolution that 1975 will be your year to make a greater commitment to your museum's efforts to establish a public educational facility in San Diego County.

AROUND THE TURNTABLE (DECEMBER) by Dick Pennick

AROUND THE TURNTABLE (DECEMBER) (Continued)

SD & AE: Train 452, the easbound mainline freight, was noticed recently leaving town with some real tonnage: 3 engines, a boxcar, and a cabooses! Management says lately cabooses hops to El Centro, especially on Monday's train, are not uncommon, as freight traffic is down. ---- On October 14th S.P. diesel switchers 1110, 1126, 1102, and 1125 were noticed in the San Diego yard, also a bay window cabooses. ---- Former Superintendent Carl Eichenlaub, who began his railroad career with the infant SD & AE in 1914, says one of the reasons SD & AE has refused requests for special passenger movements over the line was the bad experience he had when he made an exception to the rule in the mid-1950's, several years after regular passenger service had ended. He let himself be talked into granting a 2-car fantrip on the Mexican portion between Tijuana and Tecate, which at that time carried occasional passengers in the cabooses or old Combo #174, on assurance by the leaders of the sponsoring local railfan group that certain safety requirements would be rigidly adhered to. To make a long story short, not only were these conditions completely and blatantly ignored, but one "fan" decided to "ice the cake" by doing a Head stand on top of Coach 208 when the train made a photo stop at Rodriguez Dam. As one of the passengers that day, I can attest to some of the problems Mr. Eichenlaub referred to. Needless to say, Carl breathed a sigh of relief when the train finally pulled into Tecate, but he made a firm resolve then and there never to be that foolish again. Can you blame him? Some of the other major reasons for refusal of excursion requests are the tremendous liability problem and the lack of passenger car servicing facilities and personnel, even for private cars. ---- La Mesa Branch has never looked better. Roadbed drainage has been greatly improved through use of ballast and the Jordan Spreader. The deep cut near Grossmont High School has been completely cleaned out. ---- The old siding of ALTA (later "Grossmont"), once used as a stop for school kids riding the gas motor cars to Grossmont High School, was removed earlier this year. ---- The old car sheds and lumber warehouse at the San Diego yards were bulldozed the week of October 28th. They dated back to 1912. Company records

stored in one of the buildings were either sent to San Francisco or hauled off to the dump. It's a shame there isn't a requirement that railroad and other companies must contact a local museum or historical society before any old records are destroyed, so that the needless destruction of sometimes historically valuable material is prevented. Evidently someone had sufficient foresight several years ago to allow many old company records to be donated to a local university. Oh, well. Win some, lose some. ATSF: Several cars and a couple of engines derailed in the yard the other day ripping up some track. AMTRAK: Museum member Jim Lundquist has recently joined the Amtrak team in its L.A. ticket office. Word is he's having his cake and eating it, too, travelling all over the country on a pass doing what railfans like to do best. ---- Local Senator and railfan Jim Mills, who took a ride on our Shay several years ago, authored a bill which passed the Legislature in August, permitting the counties of Los Angeles, Orange, and San Diego to enter into a joint-powers agreement to request Amtrak to add ~~two~~ passenger trains a day each way between here and our neighbor to the North.

DOWN  THE TRACK

December 14th, Saturday;
Next phase of the restoration
of 1509. Call Dick Pennick
after 6 pm for details (463-2276).

January 26th; Annual Dinner. See details
inside.

December REPORT:

The Rock Island No. 82

Puerto Penasco Revisited

Restoration and TV

PSRMA REPORT
P.O. Box 12096
San Diego, CA 92112

Non-Profit Org
U.S. POSTAGE
PAID
San Diego, CA
Permit No. 374

Return Postage Guaranteed
Address Correction Requested