



Jul-Aug. 79

# REPORT

No. 159

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



## 1509 For Hire!

P.S.R.M.A.'s restored heavyweight has started to help pay for its own resurrection by running two family fun excursions to Los Angeles last month. A local business and rail transit lobby group, Citizens for Rail California, chartered this 1926 cafe observation for the enjoyment of their employees and members. Regular passengers on the Amtrak trains out of San Diego also benefit when our old Santa Fe car is on the rear as the usual jerky ride of the Amfleet cars smooths out. #1509 weighs as much as two of the Amfleet tube shaped coaches.

(continued from page 1)

P.S.R.M.A. provided a barman, chefs and kitchen help on the C.R.C. excursion as breakfast and dinner were served on board. Doing a fine job and gaining valuable experience were chefs Ron Milot and Dave Mason and waiters Bob Martin and John Pattison. Young Tom Collins got dishpan hands again but this time he actually volunteered for the job! Member Vince Jang, who is also C.R.C. vice president, was the barkeep.

Several other San Diego business groups and clubs have enquired about chartering our car and P.S.R.M.A. is encouraging the interest. Every time the car goes out, several good things happen. The car is an excellent recruiter of new members and never fails to create a few "born again" train buffs. Ninety miles per hour on an open platform seems to convince many folks that P.S.R.M.A. is an outfit worthy of support. Rolling on excursion at least once a month is also good for the car mechanically and it keeps the batteries charged. The car is also washed and spitshined before each trip and, upon return, cleaned thoroughly inside by museum volunteers.

After all expenses are met for each trip, there is a small profit left over to sink into other museum projects such as getting Victoria back on the fast rails. This is the best part of all as one classic railcar helps another vintage heavyweight get rolling on the high iron. This event is closer than you think. (See Restoration News in this issue of REPORT.)

Chasing #1509 up the coast has also provided P.S.R.M.A. photographers with great sport. The photo on the cover of this issue was taken by restoration crewman David Black in Sorrento Canyon not far from Miramar summit. This photo has also been submitted to the editor of PRIVATE VARNISH, the house organ of the Private Railroad Car Owners Association.

Museum Secretary and Excursion Director Jim Lundquist has been handling the arrangements with Amtrak and Santa Fe and doing a very professional job getting the car rolling and the crew organized. Jim has another fun trip in the works of interest to all football fans. In October, the San Diego Chargers play the Rams in Los Angeles and Jim is lining up tickets to the game, a charter bus to and from L.A.U.P.T. and a grand victory celebration on #1509. Watch for details in REPORT of this trip and other excursions into Mexico and the Southwest now in the planning stages.

## 1509 Staffers

by Jo Pressnall

As your Exhibit Staff Director, I have occasion to talk to many of you on the phone. Yes, there are days when folks just can't find time for staffing and must say no, but there are times when some of you save the day by filling in at the last minute (as Dick Ruppert, who took Ward Fagan's day when he fell ill). People who make my job easier are on my own special honor roll. Some help out whenever they can by stopping by and spelling a lone host so that a break can be taken. Others pop in during the week and spruce up #1509 with dustcloth and broom in hand, and there are those very special staffers such as Ray Archer, whose urbanity and friendliness make so many friends for our museum. Thank you all so much....new staffer or old hand, we value you!

Dick Ruppert	David Black	Dean Curtis	Al Vartanian	Ron Milot
Peggy Secor	B. V. Parks	Ed Smith	Frank Kearney	Dan Mc Lean
George Mitchell	Ron Zeiss	Tanya Rose	Jim Bradley	Curtis Croulet

Remember, call me at 435-5022 (collect, if necessary) just to chat, if you wish, if you're not quite sure what staffing entails. It is simplicity itself....so get in on the fun and expand your horizons by meeting people from all around the world!

Our ex-Hutchinson Lumber Co. ex-Feather River Railway Shay #3 is 56 years old this month. In celebration the restoration crew gave the 100 ton side-winder a full boiler wash. Keep an eye on this project, folks; the lighting of the ceremonial flame is not far off.

### REPORT

Official Publication of the Pacific Southwest Railway Museum Association, Inc. P.O. Box 12096, San Diego, CA 92112.

EDITOR	- - - - -	Larry L. Rose
ASSOCIATE EDITOR	- - - - -	Tanya Rose
CIRCULATION	- - - - -	James J. Lundquist

Published monthly by the Association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history.

# INDUSTRIAL ARCHEOLOGY

( Restoration News )

by Ken Helm

Now that the euphoria caused by the successful launch of car #1509 is beginning to subside, the restoration crew has climbed down from cloud nine and gone back to work. Private car "Victoria" is getting most of the attention, but the kitchen car and Shay projects are moving ahead also.

The "Vic" is scheduled for a new Pullman green paint job and new roofing. Half of the roof has already been scraped down to the metal and re-tarred. Only one rust spot was found and it was quickly repaired with a new galvanized sheet metal patch. Helping with the roof job this last month were Norm Hill, Bill Barbour, Larry Rose, Bob Martin, Jim Lundquist, Russ Sargeant and Ron Milot.

The "Vic" also was fitted with a new steel diaphragm extension by Dick McIntyre just as he did with #1509 in order to meet Amtrak standards. Twenty four new brake shoes have been installed on the old Pullman classic as well as new air hoses. Ken Helm, John Ashman, Knud Antonsen and Harry Hurry handled this job as well as air tests and adjustments as required.

The ex-U.S. Army troop kitchen car is shaping up also. The roof was scraped down and painted with two coats of aluminum "trailer top" roof covering in a spectacular two week blitz by Randy Gibson, Norm Hill, Bill Barbour, Duane Leal, Henry Lines and Larry Rose. Inside the car, all hobo fire damage has been repaired with the installation of new tongue and groove floor boards and plywood wall sheathing. New fiberglass insulation batts were scrounged by Norm Hill and placed in the walls before the sheathing went up. Harry Hurry has been re-wiring the car and has had the lights on, powered by "Nick" Nichol's portable generator. Good Ol' Jack Linn has replaced all the cupola windows (the car could be used as a caboose) with plexiglass and has rebuilt all the lower windows as well.

Ex-Union Pacific Coach #576 has not been neglected either. George Parrish has been doing some work on the inside and the roof was scraped along the seams, caulked and re-tarred by Norm Hill, Bill Barbour and Larry Rose.

Russ Sargeant and John Ashman have been working on the Shay washing out the boiler and servicing valves, etc. The new solid oak cab doors built by Frank Cooke are being installed by John Ashman after being treated with wood preservative and filler then sanded and primed.

Our 45 ton G.E. diesel electric locomotive has a new fixture in the cab. Ed Smith, Railfan Patrol Director, donated a C.B. radio and a 3 channel "walkie talkie" for the use of P.S.R.M.A. train crews. Ken Helm installed the base station unit under the meter panel directly in front of the engineer's seat and mounted the antenna on the roof just to the left of #7485's three chime Nathan air horn. The radio works perfectly and provides greater safety and precision for the museum switching crew.

Regular restoration crewmen John "Nick" Nichols has been laid up with a broken arm, suffered when he fell off a ladder while trimming a tree. Most of the restoration foot troops went to see him in the hospital and promptly accused him of "goofing off" and ducking the work party at Miramar. The crew wishes Nick a speedy recovery and have saved some "light duty" chores for him at Miramar when he rejoins the team. (like changing couplers on Victoria!)

Everyone is welcome at Miramar, experienced or not, for some hands-on rail mechanical work, painting, cleaning, wiring or whatever. Come on out just to look if you can and see how your railway equipment is being restored and maintained. Enter Miramar off the Escondido freeway, Highway 163, through the east gate. Just follow the railroad tracks until you find our equipment right across from the golf course. See you there!



# Industrial Railways of San Diego County by P. Allen Copeland

## PART 14---UNITED STATES NAVY, U.S. NAVAL AIR STATION, MIRAMAR, SAN DIEGO

The naval air station is a descendent of the old Camp Kearny, operated by the Army in the same general location that the air station now occupies. After World War One, the site became inactive for a time, but the facilities were later partially activated and used as a bombing range, and a small air strip was built and used for lighter-than-air (blimp) training. The far western portion of the reservation was activated as the Army's Camp Callan, and the southern portion was turned over to the Marine for use as an auxiliary air station. Some Navy activity in the form of lighter than air training remained at the Marine air strip, but gradually it was moved elsewhere as World War Two progressed. The Army constructed still another facility on the eastern side of the reservation. This area was known as Camp Elliot, and was used for infantry training.

Some railroad track was already in existence, but more was constructed through the Marine reservation, across U.S. Highway 395 and into Camp Elliot, where large warehouse facilities were located. All of this track was operated by the Marine Corps for the benefit of all military activities. Later, during the middle of World War Two, the airfield was designated as the U.S. Marine Corps Air Station, Miramar.

After World War Two, all of the Army activities were inactivated, but the Marine Corps facilities remained in use until 1947, when all marine air units were transferred



← The Marine Corps Air Depot unnumbered 2-8-0 is shown here in a photo by Phil Middlebrook in February, 1945. The Former Atlantic Coast Line engine had seen service at the Hanford, Washington plant of the Atomic Energy Commission before transfer to San Diego in 1944. Baldwin built in 1903, the engine was originally Atlantic Coast Lines #707.

Joe Strapac photographed U.S. Navy 65-00504 on March 27, 1970 at the Naval Station in San Diego before it was transferred to Miramar. The G.E. 44 tonner had formerly been U.S. Air Force and U.S. Army property before transfer to the Navy. Note the "buttonholes" in the hood doors, which identify this locomotive as an early model of this type. →



to El Toro, California and the site given to the Navy. The base was renamed the Naval Auxiliary Air Station, Miramar. The Navy also took over Camp Elliot and used it for training, primarily as an extension of the Naval Training Center, San Diego.

The growth of naval aviation and the lack of room for expansion at the North Island Naval Air Station during the Korean War made larger facilities a necessity, especially with the introduction of jet aircraft. In 1951, plans were made that designated the air station as a master jet air station. In April, 1952, the facility was commissioned as the U.S. Naval Air Station, Miramar and much construction and rebuilding was accomplished to bring the facility up to the standards required so that any U.S. military aircraft (except for seaplanes) would be handled there. The northern part of the military reservation (formerly used by the Army) was eventually sold and is today the sprawling community of Mira Mesa. Camp Elliot was gradually dismantled, and much of the property was disposed of for use as an airport buffer, Naval and residential housing. Camp Callan, after remaining inactive for many years, was donated to the University of California and is today the site of the La Jolla Campus of the University of California, San Diego.

Little is known of the locomotives used at this sprawling base. During World War Two, a large 2-8-0 locomotive, transferred from the Atomic Plant at Hanford, Washington (and formerly owned by the Atlantic Coast Line) was used there, and Army engines may have been used as well. Aside from the engine presently stationed at Miramar, details are lacking on any Navy or Marine Corps engines stationed at the base, but it is known that there were several. If any readers of the REPORT have further information, please contact the author through the REPORT editor.

#### Roster of Locomotives (incomplete):

U.S. Marine Corps Air Station, Miramar, San Diego, California  
Standard Gauge

2-8-0 56½ 21x28 161230 Baldwin #23145 11/03

Transferred 1944 from U.S. Atomic Energy Commission - Hanford Engineering Works #39-220 (also carried lettering for USAPO #20616) orig. Atlantic Coast Line R.R. #707. Observed stored out of service in San Diego, 1945. Sold 1/47 Hyman-Michaels Co., Los Angeles, California, for scrap.

U.S. Naval Air Station, Miramar, San Diego, California  
Standard Gauge

65-00504 B-B D/E 380 HP 89000 Gen. Elec. #15119 2/42

Transferred from Public Works Center, U.S. Naval Station, San Diego, ex-U.S. Air Force #7312; ex-U.S. Army #7312; and originally Iowa Ordnance Plant #11-44, Dayman Iowa.

## HONOR ROLL

BOB AND LINDA DI GEORGIO--- For many years these folks have answered the museum telephone in their home sometimes having their family life interrupted with a flood of calls especially when a big excursion was going on. We are finally able to give them relief by accepting museum Treasurer Brenda Bailey's offer to place the association telephone in the office of her C.P.A. business. P.S.R.M.A. is grateful to Bob and Linda for their service and patience over the years.

ED SMITH---donated a C.B. radio base station and hand held unit that has been installed in the cab of our diesel loco at Miramar.

TERRY E. DURKIN---Thanks, Terry!

# VIEW <sup>from</sup> the VESTIBULE

by Jim Lundquist

## AMTRAK

The biggest news this month is that U.S. Department of Transportation Secretary, Brock Adams, has been fired by President Carter. Brock Adams had openly fought passenger trains and his department has been responsible for the plan to cut back Amtrak by 40% and has come up with outrageous statistics and quotes which go against all common sense. Good riddance!

On July 24th, Congress voted to retain most of the trains that Adams wanted to cut and only five trains bit the dust. Getting the axe are: the National Limited, the Floridian, the North Coast Hiawatha, the Lone Star and one of three New York to Florida trains (to be determined later). This is indeed a sad occurrence coming at a time of soaring train ridership and a national energy crisis.

It is also upsetting that the vote was so close at 214 to 197. It looks like Amtrak will lead a precarious existence for some time to come unless a lot more minds are changed. The office of Congressman Lionel Van Deerlin furnished the information on the trains being cut. The Wall Street Journal and the local papers have slightly different versions of what trains will be lost so it still may be a wait and see situation.

## CALIFORNIA NEWS

Landmark emergency legislation was passed and signed by Governor Brown which provides money to transit. This bill, SB620, is in addition to the \$1.8 billion in the state budget for transportation related projects. Basically, SB620 provides: 1) the authority allowing Caltrans to own and improve tracks and enter agreements for commuter trains (but can't run at this time), 2) \$9 million to preserve abandoned rail rights-of-way (i.e. SD&AE), 3) \$10 million for grade separation projects having at least four passenger trains, 4) \$5 million for intermodal stations (trains, air, bus, etc.), 5) \$21 million for intercity and commuter trains, 6) \$15 million to purchase car and track improvements, and 7) \$1 million for a comprehensive plan for the above monies.

The bill was pushed by our own Senator Jim Mills and others, and I'm sure that the great success of the "San Diegans" helped the cause. Ridership on the San Diego/Los Angeles trains set an all-time record last month, besting Santa Fe's top passenger loads handled during W.W. II.

In other state news, I.C.C.'s administrative law judge has recommended that the Espee be allowed to discontinue the San Jose/San Francisco commuter service due to the fact that freight traffic was being held up for four hours a day during the morning and evening rush. This is another example of the government ignoring the energy crisis and the monumental increase in train ridership nationwide. (This type of decision can be expected from the I.C.C., the same federal agency which stopped the UP and Rock Island merger until the Rock had gone bankrupt!) Their word is not final, however. One hopes that Caltrans will take them to court, or buy the line. The SP has told Caltrans that for \$11 million they will continue commuter service, but Caltrans studies have shown losses on the service to be near only \$1 million.

## MTDB

The MTDB is still expecting I.C.C. approval for the SD&AE purchase this month, hopefully. Otherwise, the project continues on schedule.

## GOOD NEWS DEPARTMENT

The railroad that many believed was a sure loser since its beginning has turned a profit for the first time. Conrail showed \$23 million in the black in their last accounting period. Although not out of the woods, Conrail seems to be crawling out of the financial black hole inherited from collapsed Penn Central and other bankrupt eastern lines. Let's hope the black ink keeps flowing, the nation needs its railroads now more than ever!

# Membership News

by Tanya Rose

Jo Pressnall's column singles out those types of members who keep up her morale. I, too, have my favorites....some that I've never had the pleasure of meeting personally....but who offer suggestions, write me warm, newsy letters, put a pretty stamp on their envelope just to give me pleasure, or send a little extra donation along with a self-addressed stamped envelope with their renewal check. You're a great bunch and I'm happy to serve you!

As usual, we continue to add to our ranks. Jim and Pete Tyson, owners of the Capistrano Depot Restaurant, fell in love with our irresistibly beautiful #1509 when she rolled by the San Juan Cap Depot and decided to join us. For a mini-vacation may I suggest you take the train to the Depot Restaurant, partake of the delicious food there in authentic railroad surroundings, play "tourist" for a little while and then return home by train? I'm sure Jim and Pete would love to meet fellow museum members!

## REGULAR MEMBERS

William B. Stewart  
Jim and Pete Tyson  
Joan L. Wilken

## CONTRIBUTING MEMBERS

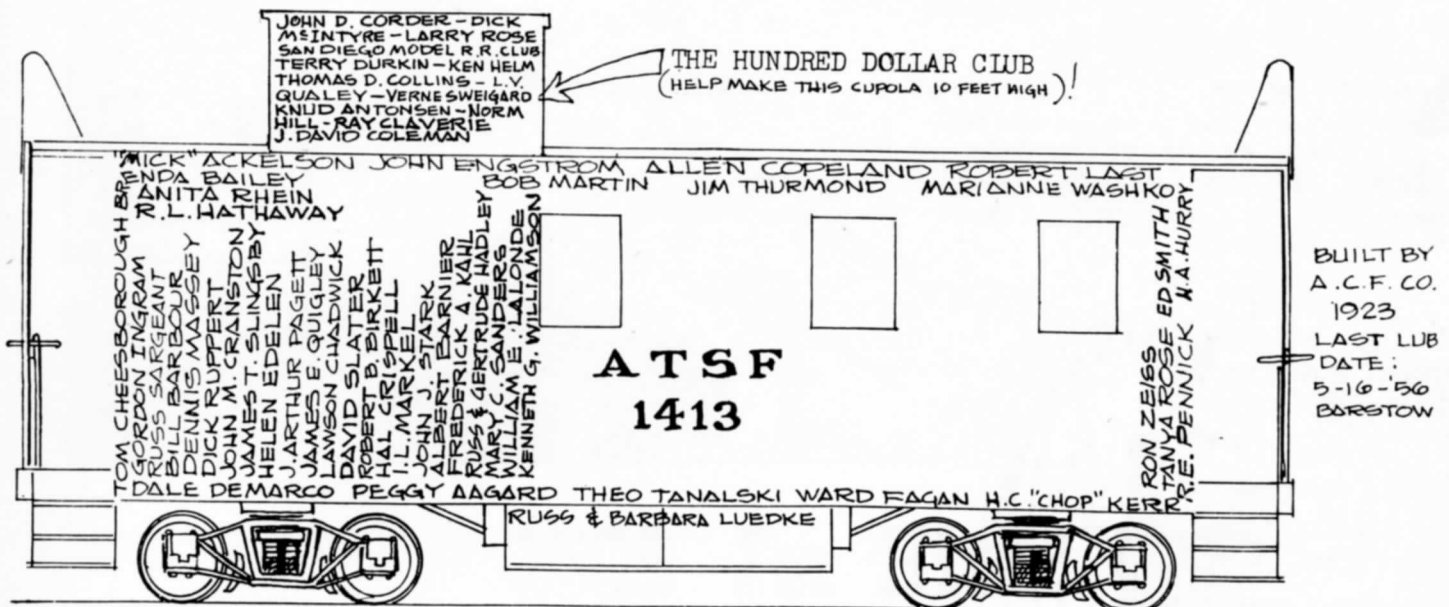
Winthrop Tucker  
Richard L. Lorkowski  
Thomas W. Whittaker

## FAMILY MEMBERS

Douglas & Erlene Harley  
(upgraded)

# CABOOSE FUND GROWS!

The caboose drawing is half full of names and we have 50% of our goal in hand! Amazing!! The Hundred Dollar Donor list has added Ray Claverie, J. David Coleman and Norm Hill. Many others have filled in a piece of the "shack" with generous donations. The caboose fanciers this month are: David Slater, Robert Birkett, Hal Crispell, I. L. Markel, John J. Stark, Al Barnier, Frederick Kahl, Russ and Gertrude Hadley, Mary Sanders, William Lalonde, R. L. Hathaway and, all the way from Edinburgh, Scotland, Kenneth G. Williamson! #1413 had sat alone, untouched and unloved for more than twenty years. What a surprise to find it has so many friends. Let's bring it home, people; its down hill from here!



YES! I WANT TO HELP SAVE CABOOSE #1413! PUT MY NAME ON THE "SHACK"!!  
My gift of \$ \_\_\_\_\_ is  enclosed  Charge to VISA or MASTER CHARGE

MASTER CHARGE/VISA NUMBER

MASTER CHARGE BANK NUMBER  Exp. date \_\_\_\_\_ SIGNATURE: \_\_\_\_\_

Name: \_\_\_\_\_ Address \_\_\_\_\_ Zip \_\_\_\_\_

# CAMPAIGN '79

It's that time of the year again when regular members and the head of the household of family memberships are asked to submit nominations for museum offices that become vacant on the 1st of January. Please make sure that candidates are willing and able to undertake the job you nominate them for. You can write in only one name for each office. Candidates must be regular members or the head of household of a family membership category. Nominations can be made from the floor at the July 20th general meeting, or by mail to the museum Secretary, Jim Lundquist, 3376 Par Drive, La Mesa, CA 92041. Deadline for mailed nominations is September 1st, '79.

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## PSRMA NOMINATING BALLOT FOR 1980 OFFICERS

President \_\_\_\_\_

Director (2 year term) \_\_\_\_\_

V.P. & Gen. Mgr. \_\_\_\_\_

Review Committee (1 position open)

Treasurer \_\_\_\_\_

3 year term \_\_\_\_\_

Secretary \_\_\_\_\_

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