



Oct. '79

REPORT

No. 161

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Congressmen Ride 1509, Push Rail Improvement

Congressman Lionel Van Deerlin, D-San Diego, is shown here standing above PSRMA's drumhead flanked by Representatives Jerry Patterson, D-Santa Ana, on the left and James Corman, D-Reseda. In addition to his two colleagues, Congressman Van Deerlin played host to Amtrak and Caltrans officials and Tom Hamilton, County Supervisors Chairman, on a San Diego/Los Angeles run October 4th. The purpose of the trip was to publicize HR5403, a bill the three congressmen are sponsoring that would authorize up to \$5 million for improvements in the San Diego/L.A. rail corridor.

The proposed improvements would shave forty minutes off the two hour and thirty-five minute ride. Joining the congressmen and transit officials were PSRMA regulars Jim Lundquist, Ken Helm, John Ashman, David Black and Ron Milot. The return trip was less crowded and gave our museum people ample time to talk railroading with their local politicians. Representative Van Deerlin has been a long-time advocate of improving the nation's passenger train network as well as the local service.

L.A. Times photo

Railfan Patrol News

When museum activities such as the Railfan Patrol draw fan mail, we like to publish the most enthusiastic letters to spur on our foot troops. This month, a fan letter arrived from the chief of Santa Fe's Coast Lines police with a copy going to the system head man in Chicago! This is very encouraging to our chronic train watchers who are only too happy to be able to help the railroads in any way they can.

In the beginning we thought that if we could affect the arrest of even one vandal or boxcar thief we would be immensely satisfied at having "struck back" at the increasing numbers of low-life scum that constantly harass the railroads and endanger trainmen and passengers alike. As it turned out, the patrol bagged over sixty "kills" without hardly trying, in a little less than two years. Most of what the patrol does doesn't get reported but helps prevent potential disasters. Removing obstacles from the track and concrete blocks hanging from the Miramar bridge are just a few of the good deeds done by some of our railfans. A letter like this one is reward enough for their efforts. We only wish the idea was more widespread.

If you are a train chaser or rail photographer that would like to know what to do and who to call if you spot trouble along the tracks, write Railfan Patrol Director Ed Smith at P. O. Box 2141, El Cajon, CA 92122 and he will send you all the information.

CHESSIE on the SANTA FE

by John Schmeling

Some time ago, Santa Fe leased fifty or so Norfolk and Western locomotives to ease a power shortage problem. The black N&W units were seen regularly in San Diego, but have recently been replaced with a new batch of leased engines much more colorful.

The yellow, orange and blue of the Chessie engines and the blue with yellow lettering of the B&O, C&O Chessie System engines have really brightened up the lives of local trainwatchers. I have seen twenty different engines, all GP-40's, from Tehachapi Loop and Cajon Pass to San Diego.

Some lash-ups seen in San Diego last month were ATSF SD 40-2 #5046, ATSF U36C #8765, Chessie GP-40 #3735 and ATSF SD 26 #4619. Another long freight had ATSF GP-30 #3260, ATSF GP-35 #3437, ATSF GP-30 #3279, Chessie GP-40 #9724, B&O GP-40 #3762 and ATSF GP-30 #3283 in a bright blue yellow and orange parade. A four unit lash-up on October 3rd had ATSF F-45 #5922, C&O GP-40 #3792, ATSF GP-35 #3628 and ATSF F-45 #5900 growling into San Diego.

If you haven't been train chasing lately, now is a good time to go (before the lease runs out) to see the "Fall colors" on the Santa Fe. Happy hunting!



The Atchison, Topeka and Santa Fe Railway Company

A Santa Fe Industries Company

One Santa Fe Plaza, 5200 East Sheila Street, Los Angeles, California 90040
Special Service Department

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October 2, 1979

Mr. Larry L. Rose
Editor - P.S.R.M.A. Report
P.O. Box 12096
San Diego, California 92112

Dear Larry,

Just finished reading your September edition (No. 160), and as always found it full of interesting information. Keep up the good work!

After reading the "Railfan Patrol News" I felt compelled to again commend you and your railfan patrol for the assistance they have given the Santa Fe police and railroad police in general. I cannot begin to tell you how important such endeavors are in insuring the safe and secure passage of our trains, especially on our Fourth District.

To show how concerned even our federal legislature is becoming, there was recently introduced into the U. S. Senate (S.1326, Senator Birch Bayh) a bill which, if enacted, would make it a felonious federal crime to throw or shoot missiles at trains. We need all the help we can get.

Our police command for the Los Angeles Division has recently seen a change. Division Special Agent James O. Burke, Jr. has replaced James S. Seter, who has been transferred to one of my staff positions in Los Angeles. I know Mr. Burke will continue to provide you and your organization with assistance in matters of mutual concern. By copy of this letter I am requesting that he arrange a convenient time to meet with either you or Ed Smith to make a more formal introduction.

Again, thanks to you and the members of the Pacific Southwest Railway Museum Association, Incorporated, I know how the Santa Fe and other railroaders will continue to receive much needed support.

Sincerely yours,

J. Patrick Carter
Superintendent of Police

cc: Mr. J. O. Burke - San Bernardino (w/attachment)
Mr. C. R. Ball - Chicago

FROM THE CUPOLA

by H. Chalmers Kerr, Jr., President

STATUS REPORT ON THE LAND SITUATION--This past summer, reports were made about P.S.R.M.A.'s having received the Metropolitan Transit Development Board's (MTDB) approval for the use of the San Diego & Arizona Eastern Railway property in Campo for our permanent museum facilities. The MTDB's approval still stands. However, we will still have to wait till the line is repaired and back in operation before we can get the details of our proposed ninety-nine year lease approved. Implementation of the resolution authorizing P.S.R.M.A.'s use of the Campo property is contingent upon the contract freight operator, Kyle Railways, Inc., giving P.S.R.M.A. the approval to begin work on the site.

SD&AE Railway freight operations can't begin until the line is rebuilt. Operations will begin in about three months after MTDB's purchase of the line on November 1, 1979. Allowing Kyle Railways three months to get rolling to Imperial Valley, P.S.R.M.A. probably will begin work in Campo by this time next year.

Location of the museum in the City of San Diego has been proposed again in a local newspaper article. Recently, the City of San Diego acquired a large portion of Rose Canyon and designated it open space. The University City Town Planners (a citizens group) are studying possible uses of the Rose Canyon property, which lies to the north of University City and south of the Santa Fe Railway. The University City Town Planners have expressed an interest in P.S.R.M.A.'s museum goals. As a result of this interest, P.S.R.M.A. made a one hour presentation on October 17th before the group at a public meeting. Our Campo plans were explained as was our policy of an open door to all rail museum ideas that may come to light in the San Diego area. (We don't want to overlook any possibility of an in-town storage space for our mainline excursion cars.)

I hope this will bring you all up to date on the land situation. While waiting for Campo to break, however, P.S.R.M.A. is not sitting still. The restoration program is rolling along at full throttle at Miramar and the La Mesa Depot site work and move-on is now out to bid. The Excursion Committee is cooking up some fun adventures for next year and the Embarcadero exhibit continues to be a big attraction on the San Diego waterfront. Don't be afraid to get involved! That's what P.S.R.M.A. is all about! Call me at 291-4787 and find out how easy it is!

LA MESA DEPOT SITE SELECTED

A final schematic site plan for P.S.R.M.A.'s La Mesa Depot has been approved by the City of La Mesa and working drawings have been completed by the museum General Manager. The first phase of the project will include a new floor slab for the building, rough-in for all utilities and the move-on of the building. Funds for this first phase of the project were approved by the city months ago.

The approved design was laid out by P.S.R.M.A. after a series of meetings with the City of La Mesa Redevelopment Agency, the Metropolitan Transit Development Board, and the joint P.S.R.M.A., La Mesa Historical Society Depot Restoration Committee.

Landscaping of the depot grounds will be included in the city's overall railroad right-of-way landscape and improvement project that will be put out to bid at the same time as the depot site work in late November or early December.

The depot will be located about forty feet south of La Mesa Boulevard on Nebo Drive, and will include an adjacent spur for the storage and display of the association's excursion cars. P.S.R.M.A. has also taken steps to re-name Nebo Drive "Railroad Avenue" as it was originally called until the early 1920's.

Eric Sanders has been doing much of the footwork for this project, and Lee Lourenco, recently retired building inspector for the City of La Mesa, has also been very helpful with the planning and negotiations with the city. Lee and Eric are active members of the La Mesa Historical Society. Eric was P.S.R.M.A.'s Railfan of the Year in 1977.

The depot will be used to display photos and artifacts of La Mesa's early days, as well as selected exhibits from P.S.R.M.A.'s archives. The building will also be an ideal location for meetings of various museum committees and the Board of Directors. The depot could be ready for occupancy next Spring or early Summer, at which time the association will consider changing its official address from a mere P.O. box to the more appropriate 4935 Railroad Avenue, La Mesa, CA 92041!

Industrial Railways of San Diego County by P. Allen Copeland

PART 15---THE SPRECKLES COMMERCIAL COMPANY

The Spreckles Commercial Company, another subsidiary of the widespread A.B. and J.D. Spreckles Co., (which in San Diego included ownership of the San Diego Consolidated Gas & Electric Co., The San Diego Electric Railway, the San Diego & Arizona Ry., The San Diego Union newspaper, the Hotel del Coronado, the Coronado Beach Co. and numerous smaller enterprises) operated two different railways in San Diego County, one of 36" gauge and the other of standard. The Spreckles Co. also may have operated a third, as considerable standard gauge track was owned at the foot of Market Street where the Spreckles Commercial Co. operated a large pier. However, in later years, this track was operated by the San Diego Electric Ry. and the Atchison, Topeka & Santa Fe.

The principal enterprise of the Spreckles Commercial Co. was the sale of coal and construction work. By the 1920's, the former had declined in significance as merchant shipping started converting to oil, but the construction aspect became more important. Used as a primary contractor for many "in-house" Spreckles construction projects, one of the most important of which was the construction of the San Diego Electric Ry. inter-urban line between San Diego and La Jolla. Considerable amounts of rock and gravel ballast and fill was required, and the company opened a pit near Otay to extract these materials. Most of it was extracted by truck and then hauled to a nearby San Diego & Arizona siding where it was placed in gondola and dump cars for transport.



Pictures of the Spreckles railway operations at Otay are unknown. The above picture, of the Spreckles Wharf in downtown San Diego, shows the considerable structure and some of the railway track necessary to service it and the ships which called here. A Plymouth locomotive may have been used here to switch the facilities. Note the two Santa Fe truss rod boxcars in the background and the tiny four-wheel flat car in the foreground (which appears to have been built on an old streetcar truck).

(from the Southwest Railway Library Collection)

By 1926, demand for pit products exceeded the plant capacity and it was decided to build a railway among the workings. Of 36" gauge, the first locomotive was purchased in late 1926. It was wrecked about a year later, and was replaced with an identical unit, also purchased from the Los Angeles Plymouth representative, H. C. Collins. Still another locomotive was purchased in August 1928.

Additional standard gauge facilities were built about this same time, and a new locomotive of this gauge was obtained in early 1929. This may have not been the first standard gauge unit, however. The San Diego Electric Ry. had retired and disposed of a small Plymouth locomotive in 1926 that had been used in the construction of the La Jolla line. Records are unclear, but it may have been sent to the Spreckles Commercial Company for use at Otay.

The expansion of the pit came at an inopportune time, as the depression of 1929 caused a decline in the demand for construction products. The death of John D. Spreckles in 1927 also caused his estate to look for ways of disposing of his holdings, and peripheral holdings such as gravel pits were among the first to be scrutinized. Nevertheless, the pit continued to be worked until 1933, when it was included with the sale of the Spreckles interests of the San Diego & Arizona Ry. to the Southern Pacific Co. The railway equipment at the pit was included and was disposed of at that time, and the 36" gauge track torn up. One large Plymouth locomotive was sold to the Morrison-Knutson Co. of Boise, Idaho, which used it for construction jobs, while the disposition of the other railway equipment is uncertain. The pit facilities continued to be used by the railroad company on a much reduced basis until the early 1950's when the now valuable property was sold.

Roster of Locomotives:

Spreckles Commercial Company, Otay, California

36" Gauge:

4wh Gas	52 HP	Plymouth	#2444	9/26	Model DL,	Type 6
Acqu. 10/27/27 from H. C. Collins stock, Los Angeles, California.						
4wh Gas	63 HP	Plymouth	#2466	10/26	Model DLC,	Type 6
New. Wrecked and sent to H. C. Collins, Los Angeles, California.						
4wh Gas	63 HP 16000	Plymouth	#2902	5/28	Model DLC,	Type 6
Acq. 8/14/28 from H. C. Collins, Los Angeles, California.						

Standard Gauge:

4wh Gas	127 HP 50000	Plymouth	#3122	2/29	Model HIB,	Type 3
New. Sold to Morrison-Knutson Company, Boise, Idaho.						
4wh Gas	52 HP 14000	Plymouth	#1430	3/23	Model DL,	Type 2
Poss. acq. c1926 from the San Diego Electric Railway #47.						

1509 Staffers

Jo Pressnall has had to do some fancy footwork in order to get people lined up for staffing when #1509 wasn't out on the rails in excursion service. She succeeded, and gave me their names, calling them "the jewels in my crown...my faithful staffers". Why not call Jo (collect, if necessary) at 435-5022 and lend a hand. She'd love to hear from you!

Mick Ackelson	Ward & Rogene Fagan	Curt Croulet (rescuer)
Dick & Barbara Pearson (super folks)	Dick Ruppert	Jo Pressnall (Wonder Woman)
Al Vartanian	Peggy Secor	Bill Evans
Tanya Rose	Ron Milot	Bob Di Giorgio (rescuer)
Berle & Kathi Maxey	Mike Retz	Harry Hurry
Ron Zeiss	John Pattison	Ed Smith
Jim Bradley	U. E. Cox	Trig Stanley
Ray Archer	Jim Hamilton	Frank Kearney

INDUSTRIAL ARCHEOLOGY

by Ken Helm

(Restoration News)

During the last month slow but steady progress on all fronts can be reported. The boxcar and the gondola recently donated by Santa Fe have been put to good use. Our gon is now literally full up to the top of the side walls with locomotive parts and a complete, disassembled water tank. Four truck-loads of equipment from baggage carts to depot furniture were moved out of yards and garages (mostly Larry and Tanya Rose's) and put in a rolling storage yard. This will be extremely handy when we do move out to Campo, as everything will go with us at once.

Surface preparation continues on Victoria to get it ready for a fresh paint job in a month or so. Old metallic tape striping has been shaved off with razor blades. Once the area has been smoothed and a few minor rust areas taken care of, a fresh coat of Pullman green is to be applied. Dick McIntyre has rebuilt the trap doors on the back platform with his usual perfect craftsmanship. Now all that remains is a paint job, coupler change, Amtrak certification then the high iron!

Elsewhere, UP #576 has had its roof painted. This, after a repair job to all top seams by Larry Rose, Norm Hill and Bill Barbour, gives a good looking as well as a water-tight roof. Rust damaged panels are continuing to be repaired by Dick McIntyre after which will come some surface preping and a new coat of paint for our long distance chair car.

Our Shay locomotive is now awaiting a boiler inspection from our insurance company. Some wood work remains to be done on the cab. We're getting close to firing time!

Finally, the kitchen car has been completely cleaned out and washed by Norm Hill and Bill Barbour. The plumbing system has also had a few repairs to it by Good Ol' Jack Linn.

The usual group got greasy and paint splattered. Helping out were Dave Coster, Paul Horky, Bill Barbour, Dave Black, H. A. Hurry, Norm Hill, John Ashman, Russ Sargeant, Bob Martin, Larry Rose, "Nick" Nichols, Ken Helm and Good Ol' Jack Linn. The Star of the Month Award goes to Dick McIntyre, who only tackled the toughest jobs.

Excursion News

On October 28th, Amtrak re-opened service to Salt Lake City via Las Vegas with a train called "The Desert Wind". The re-opening of this service opens some exciting excursion possibilities. The first would be San Diego to Las Vegas leaving San Diego on the 7:00 am to Los Angeles, L.A. to Las Vegas by 6:00 pm. This would give some great daytime train riding through Cajon Pass, the high desert, Barstow and finally Las Vegas. We would stay overnight in Las Vegas, with its shows, gambling, etc. and return to San Diego the next day by 10:00 pm. Sounds like a great trip, especially the view from the platform of our own private car #1509!

Next, for ten pampered people, how about a trip on Victoria through the Rockies?! Again, we would leave San Diego on the 7:00 am, overnighting on the way to Salt Lake City, leaving Salt Lake at 7:30 am the next morning, by way of the Denver Rio Grande through the Rockies during the day arriving at 9:30 pm on day #2. We would spend a full day or two in Denver and two great days on the train back to San Diego. It goes without saying, of course, that we would have first class service, with a porter and cook taking care of every need.

Finally, the branch line from Williams to the Grand Canyon is to be re-opened. Again, Victoria would be the most appropriate car for this journey, serving as hotel and restaurant for the entire trip.

Early Spring of 1980 looks like a good time to roll so if any of these trips interest you, please drop a line to Excursion Director Jim Lundquist at 3376 Par Drive, La Mesa, CA 92041. We want to be able to judge the ridership potential. Notify Jim now and be first in line!



Membership News

by Tanya Rose

Member Burton R. Johnson from Eugene, Oregon, is to be thanked for bringing into our ranks some old-timers who know lumber railroading and/or our saddletanker Coos Bay No. 11 very well. Lyle McCullough broke in as an engineer on No. 11 in 1934 when she was quite new and Lloyd Graham was a conductor and worked on the Coos Bay Railroad. I've listed the other men and their names are marked with an asterisk. Our membership list this month is graced with other railroaders, Burlington Northern brakeman Brent Shaffer (recruited by J.D. Corder, BN engineer from McCook Nebraska, and winner of our membership contest) and David Busk, a tower operator for the Santa Fe. Members new and old are valuable to us, and I want to thank you all for your support. We now include the following people in our latest membership count. Welcome!

REGULAR MEMBERS

Ruth Allen	Dean Curtis	Henry A. Lines	Brian L. Reese
Joan Bigge	*Elmer Davis	Michael K. Malone	Eileen M. Schuler
David Black (upgrade)	*Lloyd Graham	*Lyle McCullough	Brent L. Shaffer
Todd K. Blakesley	Vincent Jang (upgrade)	Charles G. Mc Ilwraith	*Ray Shaffer
Michael J. Campbell	Douglas Kerr	James W. Minor	Virginia E. Smith
Gordon L. Crosthwait	Raymond C. Lee	Byron A. Nordberg	*Clarence Spitznass Beth Wood

CONTRIBUTING MEMBERS

Barbara Bettencourt	Grace Middlebrook	Shirley Rowley	Robert Thorn
Joe Danford	Bill Paine	John R. Tartaglione	H. Kelly Towner
Geoff Gibson	Vera Rappaport	Helen N. Taylor	
Phyllis Mather	Howard M. Roche	Jerome Taylor	

FAMILY MEMBERS

Mr. & Mrs. Robert W. Armstrong	Donal & Mary Ertel	Thomas E. & Esta Scott
Raymond & Dorothy Becerra	Leon, Martha, Laura and Greg Goldin	Stan, Sue, Donald and Tyler Solleder
Bob & Dorothy Bellis	James & Gladys Hamilton	Tom, Laura and Irene Swanson
Asa & June Brockman	Nicholas & Lillian Kimler	Mr. & Mrs. Richard W. Turner
David C. & Linda Busk	Martin & Ruth Lenzian	
Bill & Dorothy Corbin	Priscilla & Richard Madsen	
Richard & Norma Courtenaye	Peter & Donna Mallen	
Nicholas, Mary Ann, Mark and Laurie D'Amico	David & Ellen Mason	
Sims & Maylois Davies	William & Julia Niedrich	
Alfred & Miyoko Dietrich	Andrew & Loretta Proctor	

Please check your address label on this REPORT (or your membership card) for your renewal date. If you can send your dues in early with a self-addressed stamped envelope, I'd be so grateful. You'd be lightening my burden at this busy time of year. Dues are: REGULAR: \$12.00; CONTRIBUTING: \$6.00; FAMILY: \$12.00, head of house, plus \$2.00 each for spouse and children; LIFE: \$300.00. (What a fabulous Christmas present for the museum!)

Honor Roll

The following members made big contributions to P.S.R.M.A. in the last few months and deserve a special salute.

R. DON GEELAN---donated railroad books, magazines and memorabilia that will be a most welcome and valuable addition to our research library.

JOHN R. CAMPBELL---donated railroad photos, prints, timetables and magazines to our archives, rounding out certain sections in our collection with their addition.

RICHARD AND BARBARA PEARSON---donated a huge wad of postage stamps that were put to immediate use by Membership Director Tanya Rose, who consumes 90% of P.S.R.M.A.'s postage budget keeping in touch with our growing family of railfans.

Election Results

Jim Lundquist, P.S.R.M.A. Excursion Director and currently Secretary to the Board of Directors, will be President of the association in 1980 replacing H. Chalmers "Chop" Kerr, who will become Chairman of the Board as immediate past President. Vice President and General Manager will be John Ashman, who will be stepping up from the Superintendent's post. Eric Sanders was elected to the Secretary's spot and C.P.A. Brenda Bailey returns as Treasurer.

Norm Hill beat Dick Pennick in the hotly contested Director's race. Dick, currently Chairman of the Board, will join Larry Rose as both go off the board effective January 1st. Director Knud Antonsen still has another year to serve and the other Director's seat will be filled from the ranks of the museum staff. Between now and January the department heads will meet and select one of their own to take over for Eric Sanders, who was elected Secretary. Eligible for this position are: Special Activities Director George Geyer, Personnel Director Tanya Rose, Exhibit Staff Director Jo Pressnall, Publications Director Larry Rose and Purchasing and Stores Director Mick Ackelson. Ed Smith will serve on the Review Committee for a three year term.

CABOOSE FUND AT 60 %

The fundraiser for ATSF Caboose #1413 reached 60% of our goal, as Dan Marnell joined the Hundred Dollar Club 2½ times at the October 19th general meeting. Also contributing this month were Donald Murray, Jack Harding, Trig Stanley, Cletus Ringlein, Randy Gibson, Ryal Strang, Doug Harley, William O. Gibson, Lonal Pierce, Eric Sanders and for the third time, James T. Slingsby! The latest caboose silhouette will be back in next month's REPORT.

REPORT

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

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Membership dues: \$12.00 per year regular, \$4.00 per year contributing. Family memberships \$12.00 per year for head of household plus \$2.00 for each family member per year. Lifetime Memberships in PSRMA are available for \$300.00. The official telephone number of PSRMA is (714) 280-1781.

The Officers and the Directors of PSRMA, at present, are:

H.C. Kerr _____	President
Larry L. Rose _____	Vice President
James J. Lundquist _____	Secretary
Brenda Bailey _____	Treasurer
Richard E. Pennick _____	Board Chairman
Norman R. Hill _____	Director
Knud Antonsen _____	Director
Eric Sanders _____	Director

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