



July '78

REPORT

No. 148

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

Rail Transit Plan Put on "Hold" 5 to 4

The Metropolitan Transit Development Board passed a resolution July 13 to continue planning for purchase of the S.D.& A.E. Railway and installation of a light rail transit system on a portion of the right-of-way. This action came in the wake of a decision by the San Diego City Council to reject the transit plan with a five to four vote July 10th.

The MTDB resolution calls for the gathering of more data to be presented to the council at a later date in the hope that they may reconsider the proposal. San Diego is the only one of eight jurisdictions involved to reject MTDB's plan. The others are the county of San Diego and the cities of La Mesa, El Cajon, Lemon Grove, National City, Imperial Beach and Chula Vista.

The local media have reported the developments in front page headlines and have noted that the issue has, unfortunately, become a political football. While the negative vote by the San Diego Council is a serious blow to rail transit plans, the proposal is far from dead. An editorial in the San Diego Union July 13th noted the exaggerated press coverage and urged MTDB to push on with the light rail idea and hoped that the city council and MTDB would work together to resolve their differences. The editorial also cited the bitter experience of Los Angeles and the loss of their electric rail network thirty years ago. The paper advised that San Diego recognize the tragic example to the north of us and that we avoid such a mistake here by taking positive action now to acquire the railroad.

The PSRMA Board of Directors unanimously passed a resolution June 20 supporting the MTDB proposal and also cited the sad Los Angeles example as historic reason to proceed as soon as possible to implement the rail transit plan. PSRMA's General Manager presented the resolution at a meeting of MTDB's Board of Directors June 26th, and copies were distributed to all board members.

Many PSRMA members attended the MTDB board meetings as well as the council meeting. Several voiced their opinions as interested citizens before these bodies and PSRMA is cheered by this type of citizen involvement in this most important transit decision.

(L.R.)

General Meeting July 28th

This month's general meeting features nomination of PSRMA officers and directors for 1979 and a program by member John Carnes. John's father and grandfather were founders and executive officers of the Lima Locomotive Works. John's talk will feature slides of some great iron horses built by the Lima, Ohio, works.

Come on out for an enjoyable Friday evening. You will have a chance to shoot the breeze with fellow rail enthusiasts and hear the latest rail gossip. Light refreshments will be served. The meeting begins at 7:30, Friday evening, July 28th in the La Sala Room, House of Hospitality, Balboa Park. See you there!



VIEW from the VESTIBULE

By Jim Lundquist

CALTRANS

In response to the I.C.C. report on Amtrak (see last month's column), Caltrans has completed a draft which outlines their plans for running passenger trains in California, titled "The Caltrans Program of Intercity Rail Service". Authored by Rich Tolmach, the excellent program calls for new service to be started between Sacramento-San Diego overnight, Los Angeles-Oakland via Tehachapi Loop, two additional trains from San Diego to Santa Barbara, extending some "San Diegans" to San Ysidro to the south and the San Fernando Valley to the north, and running three additional trains from San Jose to north Sacramento. The capital improvements required to run the additional trains efficiently are also outlined in the report.

Caltrans has been holding hearings on the program, and several PSRMA's and friends went to them. A full report on both the I.C.C. and Caltrans hearings will be forthcoming in next month's column. You are invited to keep abreast of the future of passenger trains in America, and can start by writing: Caltrans, Division of Mass Transportation, Box 1499, Sacramento, CA 95814, and receive your own copy of the program.

The "San Diegans" continue to show increases in passengers over last year. The six trains now handle an average of 250 passengers each train every day.

The City of Angels (L.A.) has decided that they wish to back out of funding the "El Camino". It is expected that Caltrans will pick up the full cost of the train instead of the half they now provide.

The press has reported that not all state legislators are happy with

Caltrans getting away from highways. They state that if Governor Brown is not re-elected this November, we would likely see a turn-around in the direction that Caltrans has been taking.

LEGISLATIVE NEWS

Senator Jim Mills has authored many transit bills recently. Among those is one calling for a new formula for transit whereby all public transit won't be shut down by Proposition 13. Another, (SB 1750) calls for the buying of the Santa Fe Depot in San Diego and preserving it as a transportation center. However, these monies can only be used if MTDB goes ahead with their light rail plans. If MTDB doesn't go ahead, then the depot is in danger of being torn down and replaced with two office buildings.

4449 NEWS

Contrary to rumors, the celebrated 4-8-4 Freedom Train locomotive is still in excellent shape and is stored in a secure roundhouse in Portland, Oregon.

Insurance costs prevent its operation in fan trips. The Pacific Northwest Chapter NRHS is in charge of its preservation so the engine is in good hands.

REPORT

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

H. C. Kerr, Jr.	- - - - -	President
Larry L. Rose	- - - - -	Vice President
James J. Lundquist	- - - - -	Secretary
Brenda Bailey	- - - - -	Treasurer
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Norman R. Hill	- - - - -	Director
Kenneth Helm	- - - - -	Director
Jack Linn	- - - - -	Director

Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA, or its officers or directors. Opinions which are expressed in signed articles are those of the author only.

RESTORATION NEWS

by Ken Helm

Much has happened over the past two months on our equipment. Starting at the head of the Miramar string: Diesel #7485 has received a great deal of attention from Knud Antonsen. Two fuel caps were located and donated from Eaton Corporation after perhaps thirty or forty man-hours of running and calling around by Knud. The head on cylinders five and six was lifted from engine #2 to try and locate the reason for the slight wheeze. The head was completely serviced with new valves, spring and surfacing at a cost of \$240. Hopefully, this will cure #2 engine's chronic cough.

U.P. #576 has finally received all new windows to replace the ones lost to vandals three years ago. The car was also filled with water and pressured to locate any water leaks. There were some, and the guilty valves have been removed for servicing.

Santa Fe #1509 is within two weeks of being painted on the interior. Once this is done, the car will will receive a final coat of green and black and be considered 100% restored. Last week Brenda Bailey came up during lunch time and fired up the wood

burning stove and fed the crew some of her delicious home-brew chili. It was really quite nice to see smoke pouring out the stack (first time in many years) and hear the steam table in the kitchen wheeze and thud as steam was generated in the stove.

The Shay continues to receive attention. About 80% of the cab interior is stripped and ready for paint. The cab will be done first, then the engine, and finally the tender last when the final two plates are welded in by Dick Mc Intyre. New member Steve Fuchs is rebuilding the Pyle generator and it should be ready in a few weeks.

Larry Rose and Harry Hurry have been spending a great deal of time out in Lakeside working on the La Mesa Depot. The exterior has all been stripped and painted with an undercoat. Hopefully, it will soon be moved back to La Mesa and final painting and detailing can take place. Eric Sanders has also been lending a hand with the depot project for the last several weeks.

Getting dirty these last two months have been: John Ashman, Harry Hurry, Knud Antonsen, "Nick" Nichols, Russell Sargeant, Norm Hill, Jim Lundquist, Larry Rose, Eric Sanders, Ken Helm, Brenda Bailey, Daniel Mc Lean, and, of course, good ol' Jack Linn.



Good ol' Jack Linn, a PSRMA legend in his own time, is shown here repairing a dining table on board car #1509.

Storage Needed

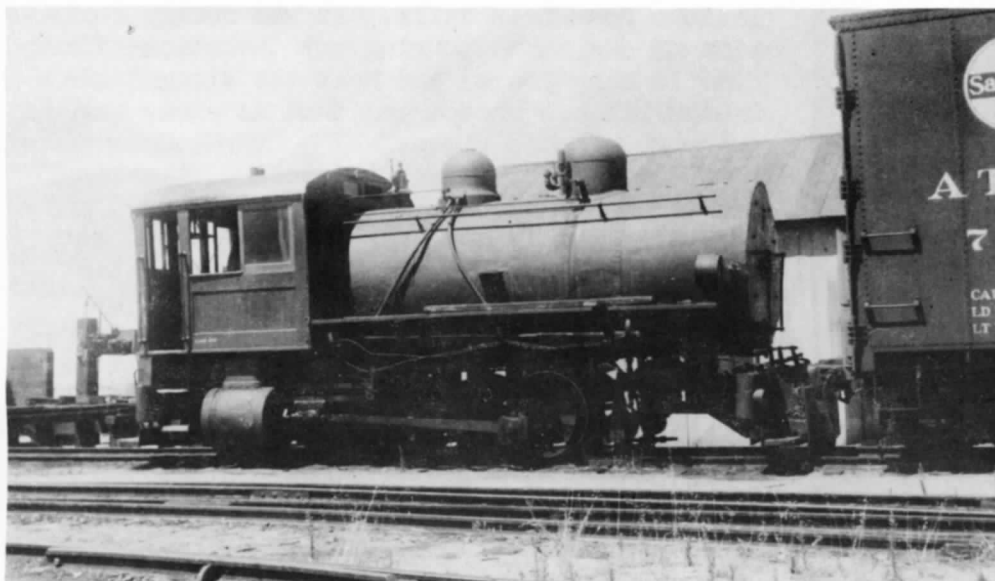
Do you have an empty shed, garage or storeroom? How about a few square feet in the backyard? PSRMA is in dire need of a place to store the Rohr Corporation transit vehicle mock-ups and displays. Many of these items will fit in a one car garage or small shed. Others can go under a tarp in a side yard or other unused space. The association also needs a secure spot to store our Santa Maria Valley Model T powered rail bus and our 1926 White line truck. Please help if you can. Remember, if you don't come forward, nobody will. Call General Manager L. Rose at 469-3064 or President "Chop" Kerr at 291-4787, if you can help with the storage problem.

Industrial Railways of San Diego County

by P. Allen Copeland

PART 7---SANTA FE TIMBER AND LUMBER COMPANY

With an ample supply of timber assured due to the establishment of the Charles R. McCormick Lumber Co., the Benson Lumber Co. and smaller mills in San Diego, plus "captive" sources in northern California, the Santa Fe Timber and Lumber Preserving Co., a subsidiary of the Atchison, Topeka and Santa Fe Railway built in 1911 a large storage yard for the seasoning of timber products in National City. The yard was quite successful, due to the climatic conditions existing here, and between five and seven million board feet of Timber were handled annually, all of it especially cut for railway purposes, such as ties and bridge timbers. After the wood was seasoned, the timber was sent elsewhere for treatment, principally Albuquerque, New Mexico and Somerville, Texas.



The Porter 0-6-0 "fireless" locomotive is shown here in National City switching a boxcar in a photo by R. P. Middlebrook. Note that the cylinders are located under the cab and the exhaust steam is ejected through a pipe through the cab. A "cab-forward" operated by the Santa Fe?

To reduce the cost of hauling seasoned timber to New Mexico and Texas, and then returning the same material back to the west coast for use, it was decided to establish a timber treating plant at the National City location. Built in 1923 and early 1924, the plant was opened on April 12, 1924, handling Douglas fir only. To work the plant, a most unusual locomotive was obtained from another Santa Fe subsidiary, the Pacific Lumber Company of Scotia, California. The locomotive, built by Porter, was of the "fireless" type, in that it did not contain a firebox and therefore could not generate steam for propulsion. The "boiler" was in effect a large insulated tank, which was charged periodically with steam and hot water from a stationary boiler. This locomotive was quite successful at the low speeds required within the plant and the lack of a firebox was an advantage in the areas where the danger of fire was high.

A small gasoline locomotive arrived on the property November 4, 1929 from Brookville Locomotive Works, of Brookville, Pennsylvania. Costing \$1,745, the tiny locomotive was little more than a Ford Model AA truck engine, mounted on railroad wheels. The locomotive was of limited power, but proved to be a useful supplement to the larger Porter.

The treating plant continued in operation until September 28, 1950 when the processing plant was closed. A desire to concentrate timber treating at Albuquerque and Somerville, plus the closing of the Benson Mill made the continuance of the plant uneconomic.

The seasoning yard continued in operation until May 31, 1951 when it, too, was closed. The steam locomotive was sent to the Somerville, Texas facility but was never used there and was stored until sold for scrap in August, 1952 to a Houston scrap dealer. The tiny Brookville was sent to Albuquerque in 1951, and also was never used. It was officially retired on January 27, 1969 and was sold for scrap in May to the El Paso Iron & Metal Company, Vinton, Texas.

Roster of Locomotives:

Santa Fe Timber & Lumber Co., National City
Standard Gauge

0-6-0F 24x20" 80000 Porter #6533 8/20

Acquired in 1923 from the Pacific Lumber Co. #32, Sctoia, California. Retired 9/1/50. Transferred to Somerville, Texas 5/51. Sold for scrap 8/52.

4wh Gas 40HP 7000 Brookville #1436 10/29 Model TCAA

New. Transferred to Albquerque, N.M. 1951 but never used there. Officially retired 1/27/69. Sold for scrap 5/69.

Note: A picture of the Brookville may be found on page 87 of SANTA FE'S DIESEL FLEET, by Joe McMillan (Chatham Publishing Co., 1975).

Corrections and additions. In Part 1 of this series, covering the railway at Camp Pendleton, at least one more locomotive has been ascertained to have been used there. A Whitcomb locomotive, built in 1944 was apparently acquired by the U.S.M.C. from the Navy and used around the base until it was disposed of to a scrap dealer in the East Bay:

#!? B-B D/E 300HP 45T Whitcomb #60398 2/44 Class 45DE-27-b

Listed as built for the U.S. Navy, but location not shown. To U.S.M.C., Camp Pendleton, California. Sold to Schnitzer Steel Co., Oakland, California.

It is also possible that the contractor who built the facilities at Camp Pendleton also had a locomotive of some sorts, but details are obscure.

Honor Roll

WALTER & MARY GLEASON---donated a framed reproduction of one of the famous Rock Island "Pearl Train" pictures. The original, done in the 1890's, hangs in the C.R.I. & P. board room. A framed letter outlining the history and technique of the picture was also donated.

WALTER CLARY---has donated another suitcase full of his father's Pacific Electric Railway memorabilia. Included are P.E. timetables from the early 30's, official rulebook, safety manuals, tickets, a box of California chauffeur badges and many conductors standard forms and receipts. Watch for a full rundown on this rare stuff in a future issue of REPORT.

H. A. HURRY---continues to be a one-man band on the La Mesa Depot project, having donated another batch of paint and supplies. Thanks to Harry, the museum still has not had to dip into the treasury to support the depot restoration effort.

Exhibit Staffers

by Jo Pressnall

My goodness! It seems time goes faster all the time and especially so in the summer months when many of us play host to out of town and out of country guests. So many Victoria staffers tell me of busy, busy, schedules when I call to seek their help, yet they cheerfully offer to staff. From the many nice things I hear from folks who've been through the Vic more than once, each of them is doing a beautiful job being PSRMA's ambassadors to the public.

I've been doing a lot of calling and there are many of the folks who've been staffers in the past that I'm missing. (busy schedules?) Since we are trying to be open during the week as well as week-ends I need your help. Will you please call me, collect if necessary, if you have some time to volunteer. Same old number! 435-5022. Our ambassadors since last issue of REPORT are:

Colonel Sanders Patterson
Harry Hurry
Corsica de Iascurain
Carol Lande
David Green
his mom Carol
Kay Montgomery
her husband Rich
Jo Pressnall

B. V. Parks
Steve Retz
his dad Mike
Ron Milot
Gertie Mc Mahon
Faithful Frank Kearney
Curtis Croulet
Betty Ruiz
Barbarann Parker

Tanya Rose
Eugene Albertson
Shirley Cook
Eric Sanders
his wife Ellen
Reliable Ray Archer
Good ol' Jack Linn

Many of our hosts served more than once, with Corsica, Tanya and Ron tied for at least three times. One time or three times.....each is appreciated and equally important. Keep smiling, gang! Thanks!

Membership News

by Tanya Rose

Our membership contest standings for July remain the same, with that silver-tongued devil John D. Corder from Mc Cook, Nebraska leading the pack, but several others have moved up in hot pursuit. There are five months remaining in the contest, plenty of time for everyone in the museum to lure someone into our ranks. Russell Sargeant has joined the race and recruited John M. Meyer, thus giving him 1 point and a free PSRMA calendar. Russ was recruited by "Nick" Nichols just the week before! Nothing like jumping in with both feet, Russ!

Know someone with a birthday coming up? How about a gift membership for that person! When I want to give something to someone special and there is no birthday, I improvise most any excuse. I made up Allegheny Riverbottom Day just for that purpose. What can you think up? Let's all keep rolling and make this our best membership drive yet! Here are our latest PSRMA builders:

REGULAR MEMBER

Betty M. Kaseman

FAMILY MEMBERS

Howard G. & Louise F. Hyatt

CONTRIBUTING MEMBERS

Sidney S. Bailey
Janet Cox

Bill Draker
John M. Meyer

Russell Sargeant
Neil Sunrise

I got a letter from J. E. McLeod (the editor's grandpa) who happened to mention his cousin Pearl, a 94 year old retired engineer who lives in Marysville, Kansas. "Pearl told me about his railroading", he said, "he always kept a piece of pine tar in his cab and if he had the sniffles, he would cut off a piece and drop it on the hot firebox door. He said it never missed clearing up his nose and head." Talk about a get-down funky cold remedy!

EXCURSION NEWS

by Eric Sanders

A one-Pullman car train trip to Benjamin Hill, Sonora, is currently in the planning stage. The uncertainty at the present time is the cost. A deadheading charge and other miscellaneous expenses for the special service may make the trip prohibitive. Our guess, however, is "it's go".

A special service charge is assessed when the accommodations requested are not provided for on a regular basis. Such is the case with this railfan-oriented jaunt to Benjamin Hill, junction of the Ferrocarril Sonora-Baja California and the Ferrocarril del Pacifico. Planning calls for a Friday evening (October 20, 9:00 pm) departure, an overnight run on the headend (one first class car-several second class cars) of "El Mexicali" (Train 2). The excursion party will lay over in Benjamin Hill on Saturday, October 21, for a visit to the F.C.S-BC general shops and for some interesting trainwatching. Return will be at 9:50pm, again on "El Mexicali".

Trainwatching will include a look at the two regular passenger trains each day each way between Mexicali/Nogales and Guadalajara, their merger and switching in Benjamin Hill and a brief look at the Nogales-Guymas autovias and an unknown number of freights. Activity at Benjamin Hill can range from nothing to almost the unbelievable.

If you would like to go along, please notify Ellen and Eric Sanders, 7862 Normal Avenue, La Mesa CA 92041, (714) 469-1288. This notification also goes for an Easter week, 1979 train trip to Guadalajara. If you have any questions about the Saturday, November 4, 1978 excursion to Puerto Penasco, please call Shirley and Vern Cook, (714) 422-9086.

CAMPAIGN '78

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 28th 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, '78.

PSRMA NOMINATING BALLOT FOR 1979 OFFICERS

President _____	Director (2 year term) _____
V.P. & Gen. Mgr. _____	Review Committee (3 positions open)
Treasurer _____	3 year term _____
Secretary _____	3 year term _____
	2 year term _____

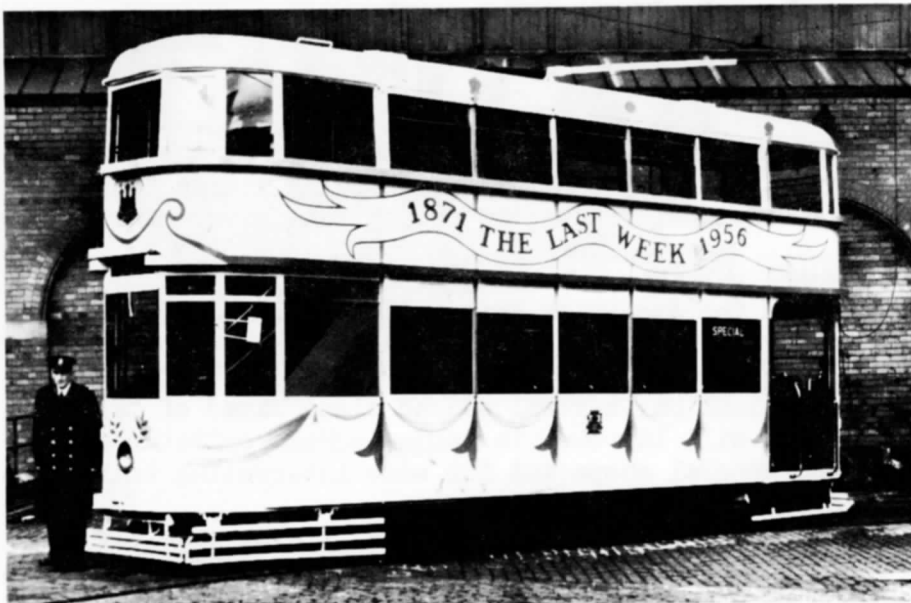


PHOTO OF THE MONTH

The last run of any kind of rail equipment is a sad thing no matter where in the world it occurs. Such melancholy occasions are usually celebrated with special signs or livery on the equipment, mostly because of railfan pressure. Such is the case with this picture of the last tram to operate in Edinburgh, Scotland, sent by Kenneth Williamson, a PSRMA member of that city.

The route of the last run was lined with cheering crowds estimated at over 100,000. The B.B.C. even broadcast the event live. Kind of like a state funeral! An event like that would create a sensation in this country. Only the Freedom Train brought out that many people to see an unforgettable rail event over here, but never all in one town! The people of Edinburgh are obviously a highly civilized lot with a great appreciation of the finer things. Long live the steel wheel on the steel rail!

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