



Jan. '80

REPORT

No. 163

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

J. W. SEFTON FOUNDATION GRANT LAUNCHES THE NEW DECADE !

P.S.R.M.A. got a big Christmas present this year when the J. W. Sefton Foundation kicked off the Campo Museum fund drive with a donation of \$5,000.00! The foundation, named for the founder of the San Diego Trust & Savings Bank, is administered by Thomas W. Sefton, a long time P.S.R.M.A. member and chief executive officer of the bank, one of San Diego's oldest financial institutions.

Mr. Sefton also owns the beautifully maintained, 1921 vintage ex-Soo Line business car stored across from the depot downtown and now called the "Cyrus K. Holiday". The Association is most appreciative of this timely donation, as heavy mega-bucks will be needed this year as the museum gears up to build a home in Campo. Thank you, Mr. Sefton, for putting a splendid capper on the museum's finest year.

1979 was indeed a super year for P.S.R.M.A. with all major museum goals reaching the home stretch and 1980 will see them all become a physical reality.

The La Mesa Depot site work and new foundation will begin construction this month with the restoration of the building to begin in March when it is placed back on its original 1894 location. \$16,000.00 federal block grant funding approved by the City of La Mesa got this project rolling. The museum staff, working with the La Mesa Historical Society, did all the planning and executed the actual construction drawings. An additional grant of available 1980 funds will be sought to complete the restoration and install a spur to store the museum's Amtrak approved excursion cars. Even with the additional grant, most of the work on the depot will be done by P.S.R.M.A.'s restoration troops and other volunteers from the La Mesa Historical Society. This project is MOST VITAL! The depot will provide P.S.R.M.A. with a local showcase in the public eye while the Campo Museum is getting established. Our excursion cars will have a close in secure base where the cars can be maintained and launched via Amtrak from time to time for some fun train riding in the Southwest. If you can contribute to this project with materials or construction skills, please do! We will need every hand.

A long sought wooden caboose was added to the P.S.R.M.A. roster in 1979 thanks to over a hundred members who came through with donations large and small in the most successful fund raiser in museum history. Having to outbid restaurants and commercial outfits for this henstooth drove the cost up, but it was well worth it for a nearly complete Santa Fe "woody". 80% of our goal of \$5,000.00 was reached in a seven month effort, quite phenomenal in these inflationary times. A major project for the new year is to bring this antique to San Diego in time to be pulled by Shay #3 when we steam up this spring. Just last week Shay #3 moved by itself for the first time since 1972 on just air pressure as the crew readies the 1923 Lima product for a springtime coming out party. Everyone not working on the Shay has been at work on our 1926 Pullman private

(continued from page one)

car "Robert Peary", ex-"Victoria", ex-C.B.&Q. "Blackhawk". The old name was wet sanded off last month and the car will soon be painted in its original livery. The biggest hurdle left before a roll on the high iron is the installation of tight-lock couplers.

Another important museum event of 1979 was the donation of a box car and gondola by the Santa Fe, arriving just in time to receive a 30 ton load of steam locomotive driving tires and parts. This was our first donation from a Class One railroad and a major milestone for P.S.R.M.A.

The Excursion Committee had another great year running trips on Amtrak, the Mexican railroads and operating our own heavyweight car many times in the southern California area. The Excursion Committee has always been the prime factor in keeping our financial head above water and the many sold out trips they organized helped P.S.R.M.A. finish in the black again this year.

Financially, P.S.R.M.A. looks fairly healthy, ending up nearly \$19,000.00 on the plus side, \$3,000.00 ahead of last year's ending balance, even with the spending of an unbudgeted \$5,000.00 for a caboose! However, 1980 is so filled with hot projects that our bank account will need constant transfusions to keep everything going.

"Wheelin' and dealin'" and old fashioned scrounging have contributed the lion's share to P.S.R.M.A.'s success so far, but the need for a constant fund raising effort is necessary now more than ever. Museum Treasurer Brenda Bailey will have a more complete financial statement for distribution to members in the near future.

One of the most gratifying happenings of the last year is the increased involvement of the membership in all museum activities. Our exhibit at the Embarcadero, capably staffed by Jo Pressnall and her faithful gang of goodwill ambassadors, has been our prime public relations activity. The weekend staffers on #1509 have also been our best recruiters of new members (with the possible exception of BN engineer J. D. Corder of McCook, Nebraska, who won our membership contest!) A lot of other goodwill has been won for the Association by Ed Smith and P.S.R.M.A.'s Railfan Patrol. Ed and his gang of train chasers are becoming known as friends by trainmen and railroad police instead of a bunch of "train kooks" just getting in the way, as has been the all too common view of professional railroaders when speaking of most railfans. Several national railroad trade publications have mentioned the R.P. concept as being a good idea that can help everyone in the railroad business, including the fans themselves.

In finishing the 1979 wrap up, I am happy to report that another long time P.S.R.M.A. goal has at last been realized. For years, P.S.R.M.A. has been looking for a safe, secure yet easily accessible location for the museum archives, books and historic documents. The ideal library would be in a concrete building with automatic fire sprinklers and climate control in a downtown location with easy access. Such a space has been found and it couldn't be more ideal if we had designed it ourselves. (Which we did!)

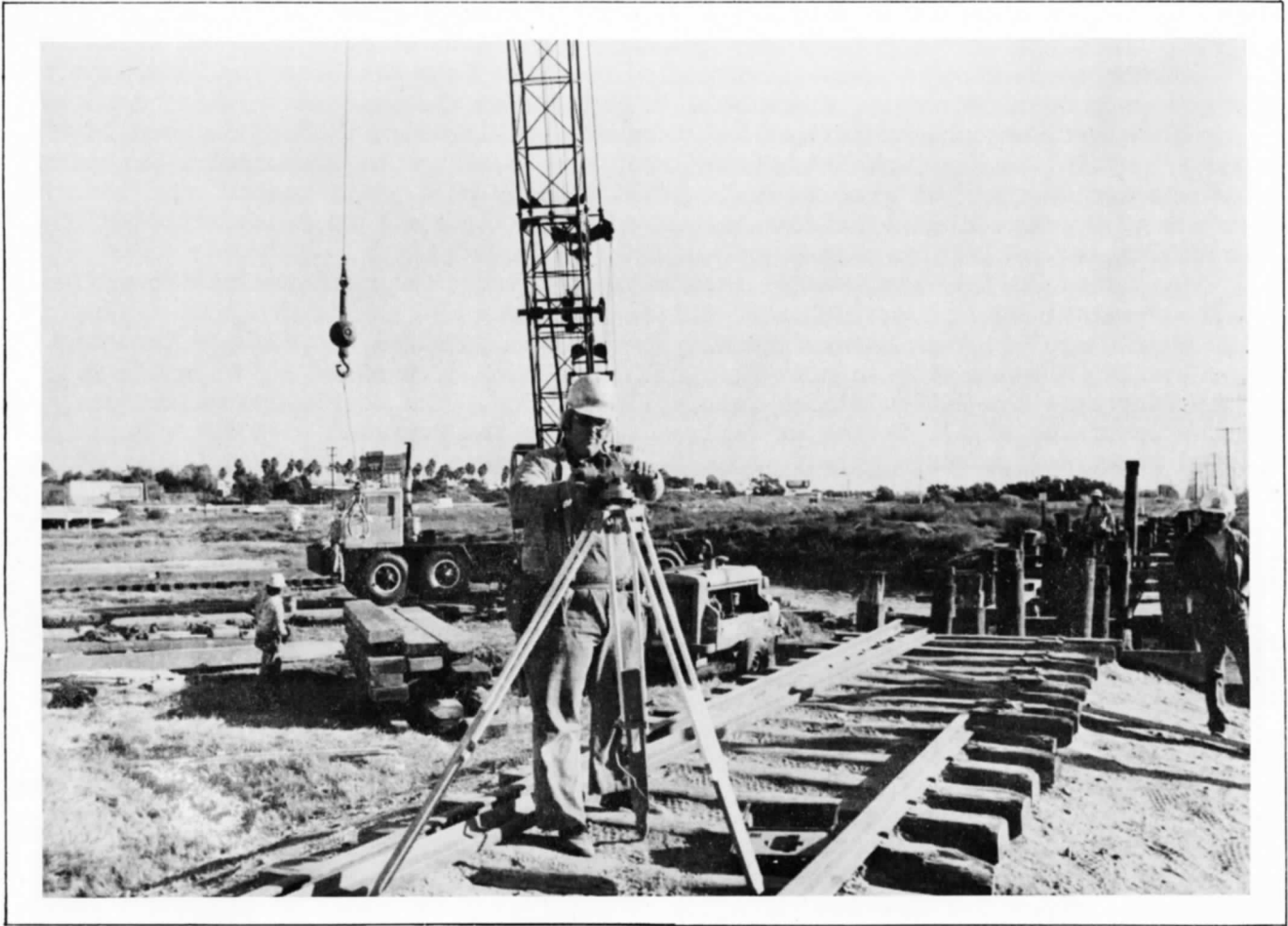
As many San Diegans know, the old 1915 vintage Electric Building that was destroyed by arsonists two years ago is being rebuilt in Balboa Park only a stone's throw from the San Diego Zoo. The new state of the art concrete structure will have the appearance of the old building, but none of the hazards. P.S.R.M.A., along with the San Diego Model Railroad Club and the La Mesa Model Railroad Club formed a coalition to apply for space in the new building. We asked for 24,000 square feet and the park board granted us the entire amount! Both model groups had lost their layouts due to urban renewal and fire marshal condemnation of the San Diego Club's former Balboa Park home. The three groups got together to form a united front to try to solve everyone's problem with a single effort. We took our best shot and scored! FAT CITY!! P.S.R.M.A.'s share of the pie is 950 square feet to house the finest railroad research library in the Southwest! We will have an outstanding one subject library for preservation of railroading's written lore and priceless memorabilia such as Walt Clary's Pacific Electric treasure chest, our recently purchased Carberry Collection and the many file drawers of rail books and magazines donated over the years by the members of P.S.R.M.A.

JOY!! Toss in another scoop of coal! Throw that Johnson bar in the corner! Reef that throttle to the pin! P.S.R.M.A. has a clear track and 1980 shines bright on the rails ahead!

by Larry Rose

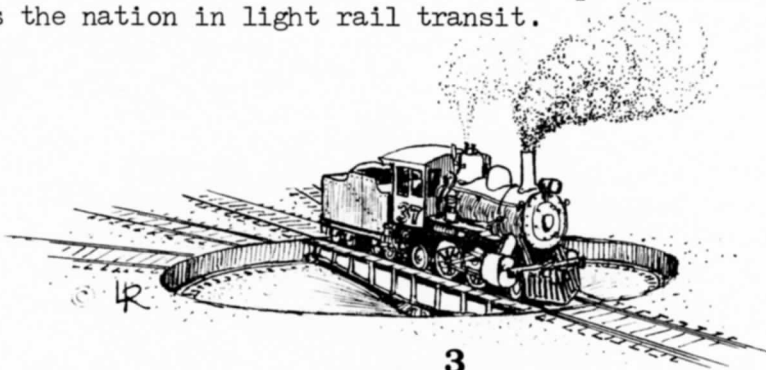
Railroad Building Begins in San Diego

Restoration work on the San Diego and Arizona Eastern Railway has begun. The main line to Imperial Valley is being repaired by a contractor for the Southern Pacific. They have started near Plaster City and will work east to Jacumba. The first work involves removing the rail and ties to allow the roadbed to be rebuilt. After that, the rails and ties will be replaced, using the same rail where possible and used rail from S.P. where needed. Hope is to see operations again in late spring or early summer, after three and one half years of inactivity.



In town, the Coronado Branch across the Sweetwater River has been out of service for many years. The trestles are now being repaired by S.P. crews, as shown in the picture above. New piles have been driven into the riverbed and deck planking has been delivered to the job site.

The MTDB has awarded contracts for the rail to be laid in Centre City (up "C" and down 12th) and to San Ysidro. Work will begin soon and is to be completed before the end of the year. Flatcar loads of new ties and related rail equipment have been arriving for the last few weeks. Look for additional news and pictures in future issues of REPORT as San Diego leads the nation in light rail transit.



THE IMPOSSIBLE RAILROAD

The S.D. & A.E. Story

by the late Richard V. Dodge
(reprinted from the "Dispatcher" June, 1956 edited by Eric Sanders)
--continued from last month--

The rails reached Campo, 65.3 miles from San Diego, elevation 2,585 feet, and, on October 2, 1916, a combination rail and auto service was inaugurated. It was by train to Campo, transferring there to "roomy 12 passenger chair car autos" of the White Star Motor Company to El Centro. Trains were also operated from San Diego to Tia Juana to serve the patrons of the horse races held in Tijuana at the old track near the border.

By December, amicable relations had been re-established with the Southern Pacific, now headed by Julius Kruttschnitt, Chairman of the Board. John D. formed a partnership and it was agreed that the road would be built jointly on a 50-50 basis. The Board of Directors of the San Diego & Arizona was re-organized to admit representatives of the Southern Pacific.

Twohy Bros. Company was awarded the contract for the construction of the roadbed from the terminal east of Campo for 20 miles, including the building of the spectacular bridge over Campo Creek at Stony Canyon. The highest point on the line is reached at Tecate Divide (Hipass) with an elevation of 3,660 feet, 82.4 miles from San Diego.

1917 brought the United States into World War One. The Government seized and took over the operation of all the major railroads, under the Railroad Administration. All railroad construction was stopped. John D. overcame this calamity by making a trip to Washington and convincing the authorities of the necessity for the completion of the San Diego & Arizona Railway as a defense measure, on account of the military installations in the San Diego area. He was granted an exemption, the only one issued. But labor shortages and the high costs of materials still hindered progress.

The Directors voted to purchase the San Diego & Southeastern Railway Company in November. Both roads were owned by the same persons and the consolidation would reduce overhead. In this transaction two saddle tank engines, 2-4-2T type, and three ten wheelers were taken over. The tank engines, numbers 2 and 5, were sold in 1919. The 4-6-0's became SD&A numbers 21, 22 and 23. In a short time they were renumbered 10, 11 and 12 respectively.

Three gasoline-electric motor cars, used on commuters runs to La Mesa and Lakeside, were also acquired. They retained their road numbers, 41, 42 and 43. This assignment was continued for several years.

The California Railroad Commission authorized the installation of crossings at grade with the Pacific Coast Steamship Company's railroad and the Santa Fe Railway and city streets from Fifth Ave. to First Ave. and at I St. An agreement had been reached with the Santa Fe whereby the San Diego & Arizona would perform the switching operations on industry spur tracks north of its main line.

Track laying was started east from Campo and the towers and piers for the Campo Creek Bridge were completed by the end of the year.

Then the final contract, covering the last twenty miles, was signed with the Utah Construction Company. This included the almost impossible stretch through Carriso Gorge. Work was started from both ends of the canyon. There were 17 tunnels to bore in the 11 miles in the Gorge proper, ranging from about 200 feet to 2,600 feet in lengths. The bench had to be carved out of the steep slopes of the canyon, sometimes as high as 900 feet above the bottom of the ravine. Wooden trestles were decided upon on account of the extreme heat during summer months. There were 14 side hill trestles, where the inside rail is on solid earth and the outer one is supported on the trestle. How this most difficult construction could be accomplished taxes one's imagination. Expensive by-pass roadways had to be constructed around the tunnel locations. Water for construction camps was a serious problem, as always in desert locations. 20 degree curves were required at several points. From the 2,835 feet elevation at Jacumba, the descending grade with a maximum of 2.2% brought the rail level to 2,066 feet at Carriso Gorge Station. The cost of the Gorge section exceeded the wildest estimates, resulting in an ex-

penditure of over \$4,000,000 and running the entire cost of the road up to \$18,000,000.

In 1918, the building of 13 miles of track to serve the Army and the Navy was authorized by the War Department. These tracks connected with the Coronado Belt Line from the ferry landing.

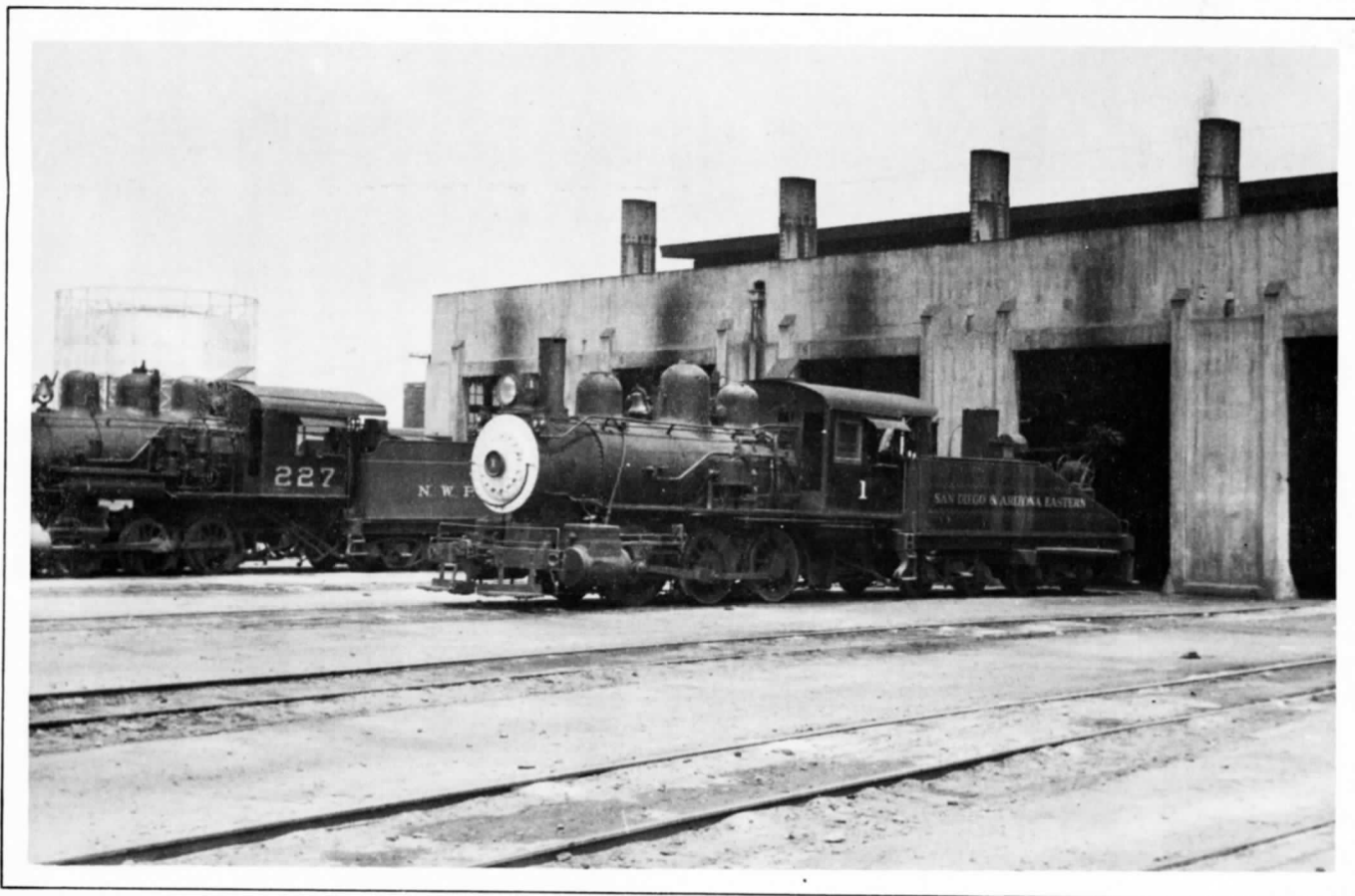
On April 16, the officials made an inspection tour from San Diego and witnessed the closing of the final span of the Campo Creek Bridge. The rails were laid to Jacumba Hot Springs, 92 miles from San Diego, by July 18th and, on the eastern division, to the foot of the Gorge.

Further afflictions plagued the road in 1919. There was a world wide influenza epidemic. The construction workers in the camps in the Gorge were hard hit.

By mid-August, all except four tunnels had been completed. The next constant source of trouble was Tunnel number 8 in the Gorge, defying the efforts of the drillers to make much progress. Most of the barrel had to be cut through solid rock. When an advance was made, loosened rocks would slide down, blocking the bore. In one cave-in a workman was buried and fatally injured. The completion of this 2,500 foot tunnel delayed the opening of the line. For a time it was believed that a shoo-fly would have to be built around it. Track laying and ballasting were completed to the portals of the adamant tunnel and it was finally conquered, holed through and the rails were laid.

On Saturday, November 15th, the "Gold Spike Limited" made its run from San Diego to Carriso Gorge Station, carrying all the top brass and big shots of the Southwest Corner, including Baja California. A more fitting spot for the crowning event could not have been selected.

(continued next month)



S.D. & A.E. No. 1 is shown in front of the long gone downtown engine house in this 1947 photo by Eric Sanders. 0-6-0 No. 1 was purchased new in 1909 from Pittsburgh and was a common sight switching in San Diego for 40 years. In the background is a leased switcher from the Northwestern Pacific.

EXCURSION NEWS

The Benjamin Hill trip for February 15-17 or February 22-24 has been booked nearly solid without the benefit of a formal flyer. A second Pullman sleeper has been requested to accommodate the overflow. About 30 members have signed up so far and another ten would fill this additional car.

The fare is expected to be about \$60.00 based on leasing two sleepers. This is very cheap for 22 hours of train riding sandwiched around a Sonora-Baja California Railway shop tour and exceptional train watching. ALCo RSD-5's and FA's are still running down south along with heavyweight Pullman cars from the 1930's in daily service with most equipment remarkably well maintained, solid bearings and all. This trip is not recommended for the casual rail hobbyist or daisypicker. Hardcore train freaks only, please. If you want to go, call or write Excursion Director Eric Sanders (469-1288) 7861 Normal Ave., La Mesa, CA 92041. There is no meal service so pack your own eats and take plenty of film, and don't forget your vestibule riding goggles and a warm coat.

Other trips planned for the year include a March trip via Amtrak to San Simeon and Hearst Castle (contact Jim Lundquist, 714-697-8790), an Easter Week trip to Copper Canyon and Creel (contact Ann McVeagh, 714-444-3808, or Shirley Simpson, 714-463-3791) and, later, a May trip to Santa Barbara, A June trip for a IMHS trip to the J. Paul Getty Museum and various Car #1509 trips.

If you are interested in serving on the museum's Excursion Committee, please contact acting chairman Eric Sanders, 469-1288.

P.S.R.M.A. members are also invited to sign up for a La Mesa Historical Society bus tour, Saturday, February 2, 1980, to historic Riverside. The tour group will visit the famed Mission Inn, Heritage House and the Riverside Municipal Museum. Included in the \$18.00 charge are the bus fare, luncheon, a Mission Inn tour fee, a Heritage House donation and administrative costs.

The bus will leave La Mesa at 8:00 a.m. and return about 6:00 p.m. in time for the P.S.R.M.A. annual dinner at 7:00, if you hustle. Reservation deadline is January 21. Please send a check and a stamped self-addressed envelope to IMHS Tour, 8671 Tulare St., La Mesa, CA 92041. For further information, please call Dorothy Griner or Donna Regan, 714-460-3726.

Caboose Fund at 80% of Goal !

Local Santa Fe engineer Terry E. Durkin must be a hardcore caboose buff as he sent in his second hundred dollar contribution to our #1413 fund just before the year's end. Andy and Loretta Proctor also topped the century mark with a check for \$150.00 to join Dan Marnell and Terry Durkin as the top donors in our caboose drive. A. L. Hellman of Santa Ana and P.S.R.M.A. Treasurer Brenda Bailey also donated "C" notes to bring the caboose fund total to near \$4,000.00.

The following members pushed the total over that sum and over the difficult 80% mark of our fund raising goal: Douglas Kerr, Bill Kingston (owner of the Whistle Stop Model R.R. Shop), Geof Gibson, Milo M. Altman and Curtis Croulet. Many thanks to the folks who made our "Save the Shack" effort the most successful fund drive in P.S.R.M.A. history. The completed caboose silhouette will be presented at the February 2nd annual dinner but there is still time to squeeze in before the framed plaque is permanently mounted in #1413.

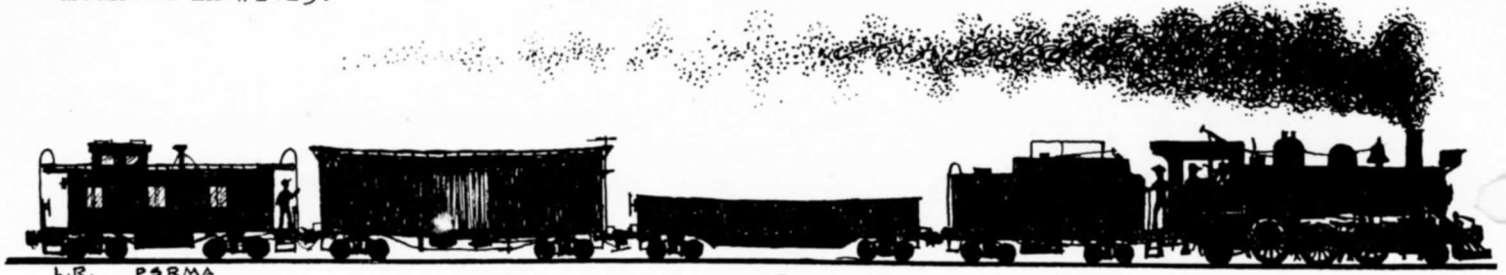


Exhibit Staffers

by Jo Pressnall

The folks I have listed took time out from the holiday rush to staff #1509 and act as our goodwill ambassadors. Nick Nichols sister from Ohio and New Mexico member Orvis Scott spent part of their vacations lending a hand, and new and old members called to volunteer (many at the last minute, some of them twice, even!) Good sports, all!

May I suggest a great New Year's resolution? Get involved in PSRMA. A very pleasant museum activity is playing host on your very own #1509! Call me at 435-5022 (collect, if necessary); you'd be surprised at how easy it is to staff!

Bill Evans, Jr.	Jo Pressnall	Jim Bradley	Linda & Bob Di Giorgio
Mike Retz	Wilma Steele	Trig Stanley	Ed Smith
Bill Niedrich	George Parish	Barbara & Dick Pearson	Nick Nichols & his sis
Frank Kearney	Ray Archer	B. V. Parks	Walt & Arlene Foster
Al & Virginia Vartanian	Tanya Rose	Ann Mc Veagh	Orvis Scott
Robert Croll	Dick Ruppert		

Membership News

By Tanya Rose

Every month in 1979 showed a gain in members and I have no reason to assume that 1980 will be any different. We shall reach the 700 mark in not too long a time, at this rate. I want to thank each of you who looked at the membership expiration date on their REPORT label and renewed early (Howard Fogg, the nation's best known railroad artist, wasn't due to renew until June, 1980, yet he has already sent in his check!) Coupled with the self-addressed stamped envelope many of you so kindly included, I was saved much processing time during the holiday season and museum postage. Thank you again for your thoughtfulness, (I hope others who renew will continue this practice); my museum "family" is just wonderful!

Please come to the annual dinner, if you can. I want to meet my old and new members and especially the new folks who names are listed here. Welcome to all of you!

REGULAR MEMBERS

Perry B. Edwards	Robert A. Ramsay
Paul P. Foley	Wilma Steele
Fred G. Griffith	Robert G. Wilson
Cmdr. Edward V. Horne	Robert Croll
H. Robert Hustvedt	C. Paul Mardian

CONTRIBUTING MEMBERS

James E. Cane	Shirley H. Rambeau
David Wing	

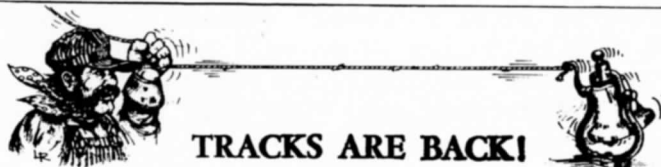
FAMILY MEMBERS

John & Pearl Cranston(upgrade)	Eric & Ellen Sanders(upgrade)	Bob & Bruce Bradley
Del & Graciela Grantham	James, Celia & Amy Sutton	James & Robert Hamill
Cecil & Esther Huff(upgrade)	Stephen, Jan, Bill & Shawn Wall	Jesse & Nedra Hawley
Stephen & Linda Mc Phillips	Walter & Hazel Andert	Susan & Donnie Mc Daniel
Jarlath & Diane Oley	Ray & Peggy Ayers(upgrade)	

By the way, please remember to inform me by phone (469-3064) or write, if you prefer, when you have moved, as we pay 25 cents for each returned REPORT and must spend additional postage to re-send it via first class mail. It may sound like nickels and dimes, but believe me it adds up during the year now that we have so many members. Thanks!

RAILROAD FILM AVAILABLE AT DOWNTOWN PUBLIC LIBRARY

A film of S.D.& A. railroading in the 1920's is available at the downtown library for you home movie buffs to check out. We have Al Vartanian to thank for this information.



P.S.R.M.A. STAFF CHANGES

Knud Antonsen, a hard working regular at Miramar restoration sessions, has had to give up his seat on the Board of Directors with one year of his two year term remaining. The board wishes to thank Knud for his one year of service on the B.O.D. and hopes he can serve again in the future as he has been a steadying influence on the board and is well liked by all.

The board has appointed William V. Niedrich to serve out the remainder of Knud's term until elections are held in October. Bill Niedrich (Lt. Col. U.S. Army Ret.) has convinced the board that he will be a most helpful and enthusiastic director for 1980. A supply officer for much of his career, Bill has special skills most useful to a group of habitual scroungers such as P.S.R.M.A.

In another staff change, Harry Hurry has been appointed Purchasing and Stores Director, replacing Mick Ackelson. Harry is also a well known Miramar regular and has been very active in P.S.R.M.A. for the last two years. Norm Hill got his old Superintendent's job back, as John Ashman was elected Vice President/General Manager.

The P.S.R.M.A. staff for 1980 is: Jo Pressnall, Exhibit Staff Director; George Geyer, Special Activities; Tanya Rose, Personnel and Records; Larry Rose, Publications and REPORT Editor; Ed Smith, Railfan Patrol; Harry Hurry, Storekeeper; Norm Hill, Superintendent; Ken Helm, Master Mechanic; Eric Sanders, Excursion Director. Public Relations is vacant.

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**PACIFIC SOUTHWEST RAILWAY
MUSEUM ASSOCIATION INC.**

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