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REPORT

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

San Diego's Most Obscure Railway



INDUSTRIAL RAILWAYS
OF SAN DIEGO COUNTY

by
P. Allen Copeland

PART 12--U.S. NAVAL COAL
DEPOT, SAN DIEGO, CALIFORNIA

In 1916, the Navy built a large coaling wharf and storage bunkers on Point Loma, at a point north of the present submarine facilities at Ballast Point. The facility was built to store coal received by collier and distribute it to naval vessels as required. To transport

the coal, a two foot gauge railway was built and equipped with two tiny locomotives built by the Glover Machine Works of Marietta, Georgia. These little engines pulled strings of dump cars to and from the bunkers. The railway saw much use during World War One, but after that, as the Navy converted to fuel oil for its major ships, it became less used. A new fuel dock and storage facility was built just north of the coaling wharf, and eventually the wharf and its tiny railway were dismantled, no trace of them remaining by World War Two. No records have survived showing the disposition of the equipment, but it is presumed that the two engines were scrapped. This railway must take the honors as the most obscure railway to operate in San Diego, and very few people have ever heard of it, primarily due to its isolated location and short life. To date, no pictures of the railway have come to light, and the only illustration of the little locomotives known to exist has been in the pages of an old Glover catalog.

Roster of Locomotives:

U.S. Naval Coal Depot, San Diego, California

2'0" Gauge

1	0-4-0T	18"	5x8"	9000	Glover Machine Works	#581	12/16
2	0-4-0T	18"	5x8"	9000	Glover Machine Works	#582	12/16

Membership News

by Tanya Rose

Our membership drive ended last month and I assumed that things would slow down a bit. However, our rainy January not only made the landscape greener, but brought our numbers up to where we are almost six hundred strong. What a pleasure to receive your applications, renewals and upgraded memberships in the mail! They brightened up my rainy days. Some of you even called to give me your address changes (Thank you! That saves 40 cents postage for each change on returned newsletters plus a lot of extra paper shuffling.) and others called just to say howdy to me. If any of you need to get in touch with me I can be reached at 469-3064. Don't be shy, I'm here to help.

Now to the business at hand. I am delighted to give you the names of the following new and upgraded members:

REGULAR MEMBERS

William D. Barbour	Bob Maitino
Donna Crane (upgraded)	Matt Mason
Duane B. Leal	Elizabeth Montgomery (upgraded)
Wendell H. Neisler	Margaret Sceppe (upgraded)
Anita Mc Williams (upgraded)	

CONTRIBUTING MEMBERS

Robert Becker
Patricia Bender
Elaine R. Jarrett
Roosevelt T. Payne

FAMILY MEMBERS

Cameron & Dee Crane
Andrew D. & Ruth G. Mustard
Edwin J. & Beverly R. Filek (upgraded)

VICTORIA STAFFERS

by Jo Pressnall

Neither rain, nor snow nor any such thing can keep our staffers away from Victoria. Even with our usual weather (one must never say bad weather in San Diego) we've been able to open and greet folks. It has been interesting that the unusual weather has helped in one way; people are content to remain in the car and visit before they venture back into the breezy bay area. This helps not only the contributions but it gives us a chance to talk to folks about P.S.R.M.A. and our goals.

Jim Bradley answered a last minute plea for help when one fella had to cancel and also opened for a group of youngsters of pre-school age, thus saving me a trip across the bridge. Jim almost took up residence at the Vic this month. Berle and Kathi Maxey, Helen and Joseph Reuter, Mick Ackelson and David Black are all first time staffers who did their bit for us this month. Ray Lethbridge opened on his lunch hour and managed to snag a few coins for us. Duane Leal and his cousin came by to help me close. These good folks were ably assisted and initiated by the following faithful repeaters:

Ward Fagan	Jo Pressnall	Jim Hamilton
Mike and Steve Retz	Ron Zeiss	Daniel Mc Lean
Ray Archer	Frank Kearney	George Geyer
Tanya Rose	John Patterson	

If you love to meet interesting people, then staffing Victoria is just your cup of tea. You will be paired with an experienced host who'll show you how easy and fun greeting visitors can be. Call me at 435-5022 (collect, if necessary) and join in on this most fascinating museum activity!

INTERESTING FACTS DEPARTMENT:

In 1916 U.S. rail mileage peaked at 254,000 miles. The same year the federal government began grants-in-aid for highway construction. Today, there is about 200,000 miles of railroad in service and the government has passed the 500 billion dollar level in highway construction grants.

REPORT

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RESTORATION NEWS

by Ken Helm and Knud Antonsen

Great news this month. The Shay is painted! Only two weeks after the last tender side panel was welded in by Dick Mc Intyre, the final coat of acrylic gloss black was applied with a pair of spray guns wielded by Larry Rose and Ken Helm. "Nick" Nichols rigged his compressor with dual outlets to make this action possible. John Ashman, along with sons Joe and Jeff, finished the wood foot boards and started repair work on the headlight and back up light.

One side of the locomotive has been relettered "Hutchinson Lumber Company" by Larry Rose using patterns taken from the original factory lettering uncovered during the scraping down process. It was also very satisfying to see the number 3 go back on the sand dome. The rest of the lettering and gold penstripping will be applied during the next month or so.

Elsewhere, Knud Antonsen continues to repair and replace electrical components on our prized 45 tonner #7485, however, water has been the most significant problem in diesel operation this month. It has yet to be determined how significant amounts of the stuff got into both fuel tanks. The results were obvious to the crew once the water reached the injectors....a few puffs of white smoke, then stalling. The remedy so far was to drain as much as could be detected in the tanks, drain filters and float bowls plus several tubes. The delicate part was refilling with fuel, most effectively done by disconnecting a fuel line and the sucking the fuel up in the system again. The delicate part is that generally the process leads to a mouthfull of fuel, a strange tasting Saturday "Happy Hour" drink.

Standard procedure for the restoration crew has been to restore the roof first when taking on a piece of rolling stock in need of rebuilding or maintenance. The museum's outside braced boxcar and wooden Fruit Growers Express reefer have both received new roofs this month courtesy of Norm Hill and John Ashman. Both roofs were scraped down to bare metal, primed, and painted with heavy duty aluminum roof coating. The Ashman boys, Tom Collins, and newcomer Duane Leal, also helped on this project. Getting this tough job done was a big relief to the crew, as these two cars house a treasure trove of rare locomotive and car parts plus other rail memorabilia that can't stand a leaky roof. In celebration, General Manager Larry Rose uncovered the original lettering on the side of the boxcar and quickly relettered the car in its original "Akron Canton and Youngstown" marking on one side. The other side still has markings of former owner "MCAX" and will be repainted in the ACY scheme some time this year as other projects are completed.

On another front, Harry Hurry got the lights on in our U.S. Army kitchen car after a complete re-wiring job. Harry has been working on repairing the damage from a hobo fire the car suffered several years ago while enroute to us soon after donation. Harry's efforts will enable the car to be powered by either A.C. or D.C.

Carrying the restoration load this month was the usual grubby contingent, with new member Duane Leal welcomed to the crew and quickly getting involved in one of our many projects.

WHY THE SHORT REPORT ?

The January issue was skimpy not because the editor ran out of interesting rail info to print or that he's just goofing off and didn't want to whip up the usual eight pages. What happened was that he simply blew the REPORT budget for 1978 and the 1979 budget has been cut by 15%. An increase in printing and mailing costs last year caused the overrun. (Sometime last year a contributing membership in PSFMA was eclipsed by the cost to service it!) There will be more skimpy newsletters this year as our hard working volunteers get rolling on the many hot projects lined up for 1979 and funding becomes tight. The REPORT will continue to cover the essential museum news every month but will splurge on lengthy historic articles, etc. only now and then. Your opinions on this action are encouraged. Write the REPORT Editor at 4924 Wood St., La Mesa, CA 92041.

INTERESTING FACTS DEPARTMENT #2:

Amtrak operates 3,000 passenger cars on 27,000 miles of railroad. British Rail operates 17,000 cars on 11,000 miles of rail.

PHOTO OF THE MONTH

This is the Campo Depot as it looked in 1948 and as it still looks today with only one minor change. The boxcar freight shed was moved behind the depot soon after this photo was taken. As REPORT readers know, this is the hoped for home of PSRMA. MTDB, who will purchase the SD&AE railroad for 18 million and change, has told us they will do everything they can to get us established in this peaceful meadow in southern California's beautiful back country.

The Mexican border is just over the hills in the distance only five miles by rail in this view looking southwest. The right-of-way here is 300 feet wide by 3,000+ feet long with the depot in the center. The main line, the middle of the three tracks shown, is in the center of the right-of-way.



You can drive to Campo in about an hour and twenty minutes from San Diego on scenic Highway 94. It's only fifty five minutes from La Mesa. Now is the most beautiful time of the year in Campo. Everything is green from the recent rains, and the weather mild and sunny as Californians are used to. The perfect trip for a Sunday afternoon.

Thanks to P. Allen Copeland for digging out this snapshot.

**PACIFIC SOUTHWEST RAILWAY
MUSEUM ASSOCIATION INC.**

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