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REPORT

No. 170

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

Holiday Cheer!

Two Cars Donated!

UP #4054 & ATSF #112 Added To Roster

The roster of museum equipment published in last month's issue of REPORT was incomplete almost before the ink was dry as two additional heavyweight passenger cars have been acquired in the last few weeks.

The choice prize is Union Pacific cafe-lounge #4054 Pullman built in 1925 as U.P. diner #3626. The car was modernized in 1964 in U.P.'s Omaha shops for service on the "Portland Rose" and is equipped with roller bearings and tight-lock couplers. Donated by Los Angeles area private car owner Charles Varnes, the car had been stored on an L.A. industrial siding since 1972 and is untouched by vandals. The kitchen is complete with double range and grille, dry ice freezers, pie racks and large double coffee urns. Everything is stainless steel! A lunch counter-bar is at one end of the galley and also has its own dry ice freezer. The balance of the car is open and can be set up as a lounge or diner, as desired. Six tables are included and there is room for as many more.

The car is in excellent mechanical shape and cosmetically suffers only from a slightly faded paint job. There is much less work to do to get this car in service on Amtrak than we had to do on the other three we now have in operation.

The other car is Santa Fe Railway Post Office-coach #112, donated by the city of Escondido. This car, Pullman built in 1930, has been on display in Grape Day Park for many years and the interior has been ravaged by vandals. All is not bad news, however, as the body of the car and the running gear is complete and in good order.

This car is significant in that it was the regular car on Santa Fe's Escondido local mixed train and is one of only two such cars built to the R.P.O.-baggage-coach configuration. The sister car #111, amazingly enough, is still in existence across from the Oceanside Depot, and is in custody of the Oceanside Model Railroad Club. The club members, many of which are P.S.R.M.A. members, indicate that this car may be available soon. Between the two cars is enough original equipment to restore one of the cars to original condition using the body of #112 and the interior furnishings of #111. The body of #111 has been badly treated by the salty air of its seaside resting place.

These cars were built for Santa Fe as numbers 91 and 92, and were renumbered in 1953. Santa Fe gave #112 to the city of Escondido not long after the end of mixed train service in the late fifties. The city has placed a fence around the car at P.S.R.M.A.'s request to discourage further damage. We will truck the car to Campo sometime in the next two years.

The acquisition of these two classics from the age of steam are a fitting caper to P.S.R.M.A.'s greatest year and an appropriate Christmas present to the eight hundred plus members who made our super year possible.

RESTORATION NEWS

by Ken Helm

Union Pacific coach #576 was launched last month after a furious effort by the museum foot-troops to meet a November 15th date with the ROBERT PEARY for a trip to Los Angeles. Dick McIntyre had the biggest hand in getting #576 ready for Amtrak. He worked during the week, usually by himself, finishing the buffer plate conversion, installing a completely rebuilt door and installing two vestibule windows. Dick also did a lot of welding and patching on the ends of #576 over the last several months taking care of much rust damage and replacing steel plate in several locations.

The brake system also got a complete overhaul by Ken Helm and with only two weeks left until the move, the innards of the brake cylinder were still spread over the floor of the kitchen car. Ken got everything back together and tested with a few days to spare so he rebuilt a toilet and sink!

Meanwhile, Norm Hill was whipping the troops to get the outside prepared and painted. This was a labor intensive, dirty job requiring much elbow grease from a gang of museum sweatshops. Doug Kerr, Jeff Johnson, Robbie Smith, Joel Cox, Steve Bedaux, Todd Poole, Mike Reading, Bob Martin, Bill Barbour, Dan Robirds, Harry Hurry and Good Ol' Jack Linn were all heavily involved with Norm to get the car painted in custom mixed Union Pacific livery. #576 was lettered by Larry Rose over a three day period, being finished up only a day away from the move to San Diego.

The inside was also thoroughly cleaned and polished by Harry Hurry, Joel Cox, Steve Bedaux and Jeff Johnson, with only a few days to spare. Jeff worked alone Monday, Tuesday and Wednesday before the inaugural run, and did a super job.

The dawn of November 15th revealed a spotless U.P. coach coupled to a Pullman private car in front of the depot in San Diego adding a great deal of class to the regular "San Diegan" Amtrak consist. Most of the restoration crew was on hand to enjoy the fruit of their labor with a ride to Los Angeles. The car performed flawlessly and was a smooth rider.

After arrival in Los Angeles, one of the hazards of private car ownership happened when Amtrak inspectors found a cracked leaf spring and everyone had to crowd into the ROBERT PEARY for the return trip. The car is now stored secure in the Santa Fe Hobart Yard waiting for a new spring to be scrounged up by museum mechanical types before it can return to San Diego. The broken spring is a nuisance, but not a major problem and the museum can look forward to many more trips on #576 in 1981. Thanks to all for getting our third vintage heavyweight back on the road.

Other Cars

Elsewhere, the Army kitchen car received attention from the crew last month also. Randy Gibson installed the folding sink after it was beautifully rebuilt by the amazing Mr. McIntyre. Russ Sargeant, Norm Hill and Bill Barbour made repairs to windows, the electrical system and continued preparation for painting.

New roofing was put on the Santa Fe boxcar by Norm Hill, Randy Gibson, Robbie Smith and Jeff Johnson. The old roof material was removed with wire brush grinders and re-coated with trailer topping.

Locomotives

Diesel locomotive #7485 also received attention with Randy Gibson recoating the stacks with heat resistant silver paint. A window, broken by a witless vandal, was also replaced.

Several weekends of mechanical work have been done on our two 0-6-0T steam locos in Perris since the November 15th #576 roll. Ken Helm, Nick Nichols, Dan Robirds, Ron Hyatt and Harry Hurry worked on the brake system, replacing many missing fittings and pipes. An all-out effort is being made to get these locomotives moved to San Diego before the rent goes up at the first of the year.

La Mesa Depot

The La Mesa Depot project is rolling along with Larry Rose, Eric Sanders, Harry Hurry, Jim Lundquist, Hugh Couchman and Steve Norris being the most visible workers.

Eric Sanders, Steve Norris, Harry Hurry and Dan McLean stripped and sanded the original beaded redwood siding which is being used, wherever possible, throughout the structure. Kenneth and Marjorie Williamson, on their vacation from Edinburgh, Scotland and Tom Cheesborough, who was visiting us from Miami also contributed their time and efforts to the depot restoration project. The agent's bay is complete with four new windows using the original sash weights and hardware. Al Barnier finished up the wiring as soon as the agent's bay framing was complete. The train order signal, donated by Terry Durkin, was fitted in place by Larry Rose and Harry Hurry. The linkage was repaired by Dick McIntyre who seems to be everywhere that metalwork needs to be done.

All insulation has been installed and inspected. Interior drywall work is now underway. Three windows are left to be installed as are the doors. All materials are now on the site to finish up the exterior and everything is expected to be buttoned up by the end of January.

Wednesday and Friday night sessions are going on fairly regularly with Larry Rose usually working alone with occasional help from Eric Sanders. Some of these flood light sessions have been known to last until 1:00 a.m.!

ATSF "Shack"

Caboose #1413 got a full day's attention from Norm Hill and Larry Rose, who both had Friday off after Thanksgiving Day. The cupola roof was completely redone and recoated with roofing material donated by the local Johns-Manville distributor. All handgrabs on the cupola were fastened down with new bolts after several dry rotted tongue and groove boards were replaced.

Campo

Its been wildly busy for P.S.R.M.A. since the last restoration news column. Did I forget anything? Oh, yes. On November 30th, Jim Lundquist, Larry Rose, Gene Wilcox and Harry Hurry spent the day in Campo clearing weeds from around our "engine house". The week before, Jim Lundquist and Harry Hurry assisted a team of Navy construction battalion reservists in replacing broken glass in the high windows and getting rid of the big barn owl that lived in the rafters. The place used to be infested with pigeons but after the windows were fixed, the owl ate them all because he was shut in during the week. Then the large fellow was captured by the "Sea Bee" group and turned over unharmed to the San Diego Zoo.

Track Work

P.S.R.M.A. laid a 400 foot spur near our depot in La Mesa over the weekend of December 13 and 14. Member Wally Barber, local railway contractor, did the rough grading and hauled the rail and ties that were donated by the San Diego and Arizona Eastern Railway. Norm Hill brought down spike mauls, tie tongs, rail tongs and claw bars from Miramar and Wally Barber's people showed our people and our "Sea Bee" friends how to use them. Norm Hill, Larry Rose, Jim Lundquist, Henry Lines, Hugh Couchman, Ken Helm, Harry Hurry, Robbie Smith, Steve Norris, and Eric Sanders participated in the spike driving exercise along with about a dozen "Sea Bees". Henry Lines, electro-mechanic for M.T.D.B., was the only P.S.R.M.A. member present with extensive trackwork experience, having laid much rail for the Hawaiian Railway Society some years ago. Henry led the troops on the Sunday session when everyone picked up the rhythm and drove the last spike by 2:00 p.m. Ballast and tamping will be done next as soon as possible. The spur should be ready to receive our steam locomotives from Perris in a few weeks, and our excursion cars later on. The switch to our spur was laid by an S.D. & A.E. crew a week earlier. Vearl Shelman of the Ajax Equipment Company donated crane service in unloading the 60 pound yard rail from Wally's flatbed truck trailer.

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S.D. & A.E. STEAM LOCOMOTIVES

PART I

by

P. Allen Copeland and Joseph A. Strapac

(Note: Much of the following material originally appeared in Railway & Locomotive Historical Society Bulletin #71, published in November, 1947 and DISPATCHER #31, published in June, 1960. Since then, much new material has come to light and the roster as it originally appeared has been extensively revised and augmented.)

From the start of construction, the San Diego & Arizona owned only four locomotives, (0-6-0 #1 and 2-8-0's #50, #101 and #102). These sufficed for construction trains and limited mainline service until the merger of October 1, 1917, when the San Diego & South-eastern was taken over. This merger added 2-4-2ST's #2 and #5, 4-6-0's #21-23, and gas-electric motors #41-43 to the roster.

After the mainline from San Diego to El Centro was completed in late 1919, the company had a need for additional power. Weight restrictions and the many curves on the line cramped the possibilities for larger steam locomotives such as Mikados or Mallets. Two 2-6-0's were leased from the Southern Pacific of Mexico from 1919 to 1921, and other S.P. and Santa Fe locomotives were borrowed from time to time as the need arose, a policy which continued to the end of steam.

From 1919 to 1921 the motive power stable was enlarged with the addition of five 4-6-0's (Nos. 20, 24-27) from defunct Nevada railroads and an 0-6-0 (2nd 2) and four heavy 2-8-0's from the Southern Pacific. In January, 1920 light 4-6-0's #21-23 were renumbered #10-12 to differentiate them from the "mainline" 4-6-0's. The final addition to the roster was 0-6-0 #3, which graced the roster for less than five years, between 1936 and 1940.

In order to use some of the photos acquired by P.S.R.M.A. from the "Dumpster" Collection, it has been decided to break up the roster into several sections, covering different groups of power. This first section will cover the switchers.

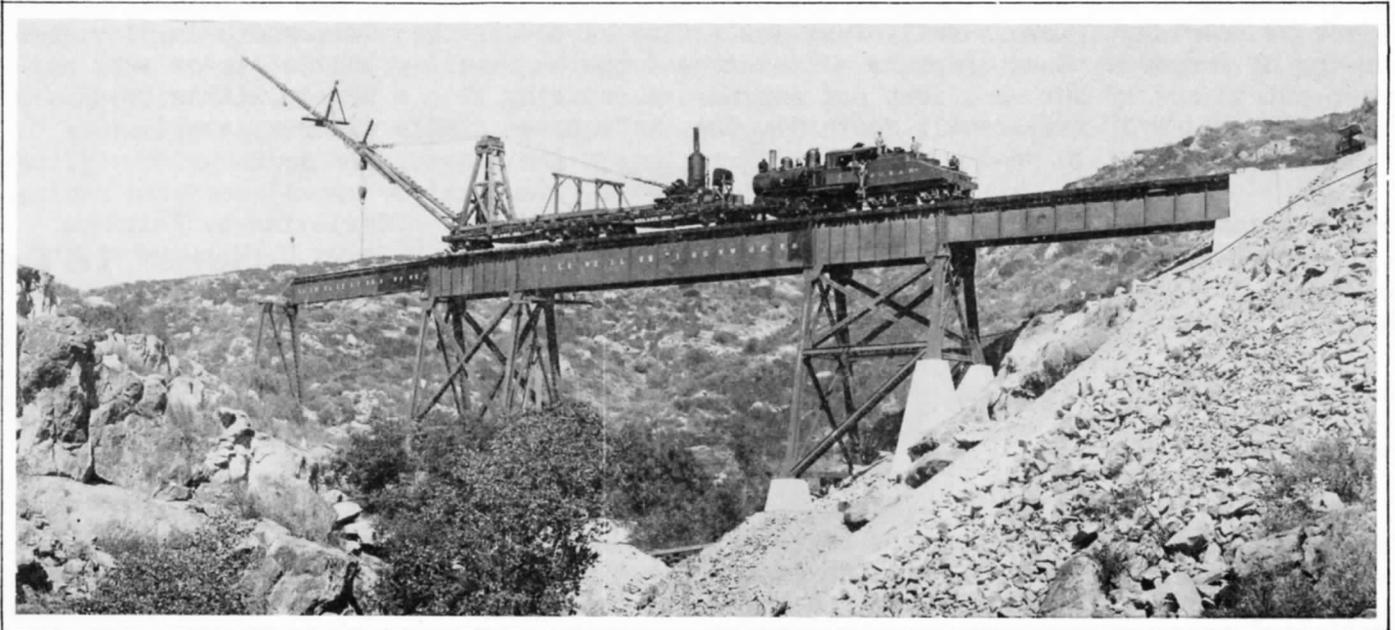
S.D.& A.E. Switchers

1. 0-6-0 ALCo-Pittsburgh #46689 10/09
Class S-23 51"-18"x24"-107000-175-22700
Purchased new during construction of line.
Scrapped (Los Angeles) 10/12/51.
2. 2-4-2ST Porter #4812 2/11
Class S 44"-14"x20"-83900-59900-170-12875
Built as San Diego Southern #100, reno. on
delivery to SDS #2; to San Diego & South-
eastern #2. Acq. by SD&A in merger of 10/17.
Sold 1919 Schofield Engineering Co.; resold
1919 U.S. Navy Destroyer Base, San Diego.
Final disposition unknown.
2. _____ (2nd 2)
0-6-0 Schenectady #4138 9/03
Class S-1 51"-18"x24"-91875-130-16850
Built as Sou. Pac. #1036. Sold to SD&A
#3 11/23/20. Scrapped (Los Angeles) 9/40.
3. 0-6-0 Baldwin #20900 9/02
Class S-5 57"-19"x26"-145140-180-
25190. Built as SP 1096. Original
weight was 129900#. Sold to SD&AE
#3 7/21/36. Returned to the SP,
1940. Sold 10/40 Harbor Belt Line
#3. Resold to Pacific Electric
#1508, 5/41. Scrapped (Los Angeles)
4/22/47.
5. 2-4-2ST Porter #5111 7/12
Class S 44"-14"x20"-83900-59900-
170-12875. Built as SD&SE #5. Acq.
by SD&A in merger of 10/17. Sold
1923 Mojave Northern No. 4. Scrap-
ped 1940.

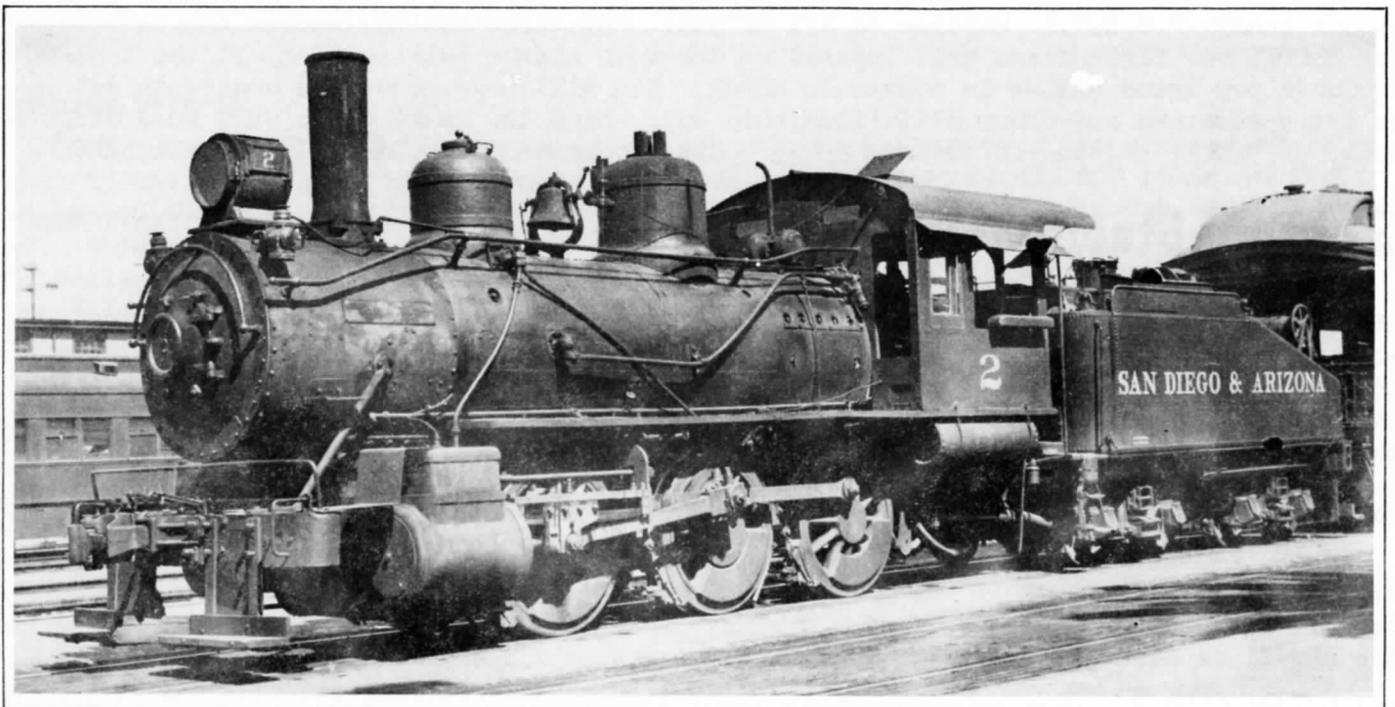
The 0-6-0's were used for construction work (primarily No.1), and as terminal switchers in and around San Diego, including the Union Depot passenger switching. They were augmented in later years by leased S.P. 0-6-0's and two N.W.P. engines during WW II. The 2-4-2ST's were used for branch line trains to Coronado and Chula Vista, and light switching.

Roster Notes:

Locomotive information will be given in a standardized format, where the first line gives the road number, type, builder, serial number and date. The second line will give the S.P. System Class, Specifications (including driver diameter, cylinder bore and stroke, total engine weight, weight on drivers, boiler pressure and tractive effort), and after that, pertinent information for each locomotive will be given.



This photo, one of hundreds found in a trash dumpster last summer, shows No. 1 with a verticle steam boilered derrick rig building the first bridge over Campo Creek just a few feet north of Tunnel #4 and Mexico.



Here's 2nd No. 2 switching Union Depot in San Diego snapped by the late Phil Middlebrook in 1935. First No. 2, a 2-4-2 saddle tanker, was only on the property for two years. 2nd 2 was on the roster for nearly twenty years.

Membership News

by Tanya Rose

1980 has been a wonderful year for our museum in so many ways. Among the good things which have happened is the tremendous growth in our numbers; we are now over 800 strong! Also quite impressive is the fact that railroading is more widely represented in our museum membership than any other single occupation.

One of our staunchest supporters is Burlington Northern engineer John D. Corder. As you may remember, John won our 1978 membership contest, recruited our 500th member (BN engineer Richard Walter), and he and his wife Dorothy have consistently and generously donated to our cause. I just received word recently that he was hospitalised and is now recovering at home. Well, they don't come any nicer than John and he's very deserving of a special boost from us. It serves to bring us all a little closer when we reach out to one of our own. Why not express your caring with a cheery little card? Send it to: John D. Corder, 112 South 8th St., McCook, NE 69001. Thanks, gang!

REGULAR MEMBERS

Arthur Adams
L. W. Beasley
Larry K. Carlisle
David M. Porter

William Crain
J. L. Cunningham
Bruce B. Fanslow
Finis Estella Rich

Christian S. Ferguson
Jerry D. Hopkins
Alden V. Morse
Brett A. Tallman

CONTRIBUTING MEMBERS

Paul T. Bortell, Jr.
Rurik L. Kallis

Paul E. Matushek, Jr.
Kent Morris

David S. Naythons

FAMILY MEMBERS

Ted, Carol, Ted S.,
Mary and Karen Allen
Marjory Ayers
Daniel, Madeleine, Peter
J.A., and Thomas J.E. Behrman
Thomas E. & Patricia Buist
Terry & Michelle Christian

Mr. & Mrs. Bernard Farley
Charles T. & Margaret Foltz
Kenneth & Elizabeth Kitson
Carl McVeagh
Charles L. & Elizabeth Roberts
Joseph B. & Deborah Y. Sahli
Paul & Freda Salata

Mr. & Mrs. Ryal Strang
Gene & Grace Wilcox
Don & Jan Covington

A hearty P.S.R.M.A. welcome to all of you! For those out-of-towners who want to get REPORT via first class mail instead of the much slower bulk mailing, please send me 30 cents per issue either in stamps or check. You will have more of a chance to get in on our excursions and other activities this way. Send to: Tanya Rose, 4924 Wood St., Ia Mesa, CA 92041. Please inform me of any address changes to avoid delay of your REPORT.

Exhibit Staffers

by Tanya Rose

Jo Pressnall and Wilma Steele consistently make the difficult job of securing staffers for our Embarcadero exhibit seem almost like an art form. These two hard-working ladies are such an asset to us. They are on the phone so much getting everything organized that I've kidded them about being born in their next lives with a telephone receiver already attached to their ears. The gratitude of the museum hardcore and my own personal thanks go to both Jo and Wilma.

Jo has told me that some of the folks listed here have staffed more than once and that the Di Giorgio family has made a commitment to staff on a regular basis. Bravo!

Hosting our exhibit for the month of November were the following people:

Trig Stanley
Barbara and Dick Pearson
Bob and Linda Di Giorgio family

Herb Kehr
Roy Pickering
Ray Archer

Ron Zeiss
Mike Retz
Stan Kellogg

Let's keep our Jo and Wilma happy and bouncing. Make their burden a little lighter by initiating contact with either of them to set up a time when you, too, can staff. Don't fret about lack of experience; you'll be paired with a veteran car host. It's no harder than welcoming folks to your own home! Call Jo at 435-5022 (collect, if necessary) or Wilma at 444-4349.

Excursion News

by Ann McVeagh

Another successful Puerto Peñasco trip! November 22nd dawned early for 500-plus excursionists who descended on Mexicali to take part in our annual adventure to Puerto Peñasco, Sonora, Mexico. Our special train rolled up to the border to load the travelers on to our eight cars. Our extra special treat was the Sonora-Baja California's arrangement with the Ferrocarril Pacifico to use six of their seventy-two seat Japanese built cars. Pacifico sent their own technicians to operate them; everything worked.... seats swivelled, lights lit, air conditioners "conditioned", etc. As in the past, the consist included Jack Stodelle's private lounge car "Mexicali Rose". Our favorite vendor Mario dispensed beer and charm on the eighth car.

On arrival in Puerto Peñasco, the group dispersed to a variety of places, the favorite being the "Villa Granada", owned and operated by our gracious hostess Luisa Fleischer. We were entertained by the folklorico dancers and mariachi band. I can report that the shrimp is still excellent, the water and sky blue and unpolluted and the weather absolutely spectacular.

Special thanks to the staff of the S.B.C. Ry., especially Alberto Bazua who year after year smooths the way for us, to Luisa Fleischer for arrangements in Puerto from busses to dancers, and to Jack Stodelle, whose generosity and kindness in giving us many hours of free advertising on his radio station were an immense help in making this trip a success. Abrazos to all!

The museum staff, who worked long and hard to put this trip together in just six weeks, deserve a special hug and thanks from all of us. Judy Parker had the big job of handling reservations and tickets, which she did with calm efficiency. Shirley Simpson got the bulk of the phone calls (hundreds of them!); she and her family patiently took it in stride. Eric Sanders was in charge of publicity and was the chief mentor of the trip. Barbarann Parker got the flyers and related notices ready and printed with lightning bolt speed. Seven thousand flyers were addressed, sorted and mailed by all of the above plus Wilma Steele and Ginnie Smith. Trig Stanley and Elizabeth Montgomery lent a hand where needed.

Busses and rail cars were ably attended by: Shirley Simpson, Bill Evans, Ginny Smith, Wilma Steele, Jo Pressnall, Ray Lethbridge, Carl McVeagh and Valerie Whitney. General train staff included Norm Hill, Harry Hurry, Jim Lundquist, Eric Sanders and Trig Stanley. Thanks again to all those who helped and participated; we have been promised the good cars again. Look for another Puerto Peñasco trip on April 4th and make plans to join us!

Fund Raising Progress

LA MESA DEPOT

Trig Stanley, George and Ruth Curry, and H.C. and Janet Kerr have helped fatten the depot kitty to \$992.00! An up to date depot silhouette will be in the next REPORT.

GENERAL FUND

Mr. and Mrs. Ryal M. Strang, Ray, Peggy and Marjory Ayers, Knud Antonsen, Eloise Weller, Art Gomez, R. Don Geelan, Bob and Kay Cornett, the Behrman family and Hal Crispell have contributed to "wherever the need is greatest". Thanks, people for helping to boost your railroad museum!

A full year end financial run down will be in the next issue of REPORT.

Honor Roll

TOM WHITTAKER has donated a car mover pole and two decks of unopened Pullman playing cards. The latter will make a nice display in the glass case near the bar in #1509 or for entertainment on a long trip on the ROBERT PEARY.

BOB MARTIN found some 1945 train orders in the coal bunker of caboose #1413 and has framed them for display in the "shack" with notes on the locations and steam engines mentioned.

Alamos Revisited

by Shirley Simpson

Saturday, November 8th, it was off to Mexicali by chartered bus for twenty-one happy excursionists with tour leaders Shirley Simpson, Ann McVeagh and Elizabeth Montgomery. We have wonderful memories of our trip, from riding the comfortable S.B.C. Railway Pullman the MALI, touring the silver mining village of Aduana, to exploring the fabulous national monument town of Alamos, a once-powerful mining center located in the foothills of the Sierra Tarahumara.

As Elizabeth put it, "Alamos could be likened to a very old, aristocratic doña seated in an ancient and crumbled patio, gathering her tattered but beautiful rebozo about her shoulders as she quietly listens to the sounds of her modern grandchildren...and dreams of the past when her life was filled with glamour and riches". Some of us were fortunate enough to view the interiors of the beautifully restored 17th century mansions, while others strolled about. Many delicious meals were eaten at Polo's Restaurant, and an especially enjoyable time was had the last evening when the entire group was together there.

We boarded our chartered bus back to Navajoa, took our train car there and arrived back in Mexicali to return to San Diego on another chartered bus. We arrived around 8:00 p.m. Monday. The quietly beautiful spell of Alamos, which lures one back time after time, is still there...as it was three hundred years ago. We will return in the spring, so please call Shirley Simpson at 463-3791 or Ann McVeagh at 444-3808 as soon as possible to avoid disappointment. We were sold out and had a waiting list, so reserve your tickets now!



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