



APR.-MAY '79

REPORT

No. 157

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

1509 BACK IN REVENUE SERVICE ! SANTA FE CABOOSE ACQUIRED



And our caboose?!.....a 1923 Santa Fe woody!! A long search comes to an end with an outstanding addition to our collection. Now all we have to do is pay for it! The details of this acquisition and the return to the mainline of a great railcar are in this issue of REPORT.

This photo tells most about the many good things that happened last month for PSRMA. J. D. and Dorothy Corder of Mc Cook, Nebraska, were in San Diego on vacation last month in time to see a completed car #1509, pick up the first prize for winning the membership contest, and kick off our caboose fund raiser with a most generous donation. Our Membership Director, Tanya Rose, is shown here on the beautifully restored platform of #1509 presenting the ROCKY MOUNTAIN RAILROAD ALBUM to John and Dorothy, the folks who recruited PSRMA's 500th member six months ago. (The 500th member, Richard Walter, is a locomotive engineer on the Burlington Northern, as is Mr. Corder.) The 600th member was recruited last month by car #1509!



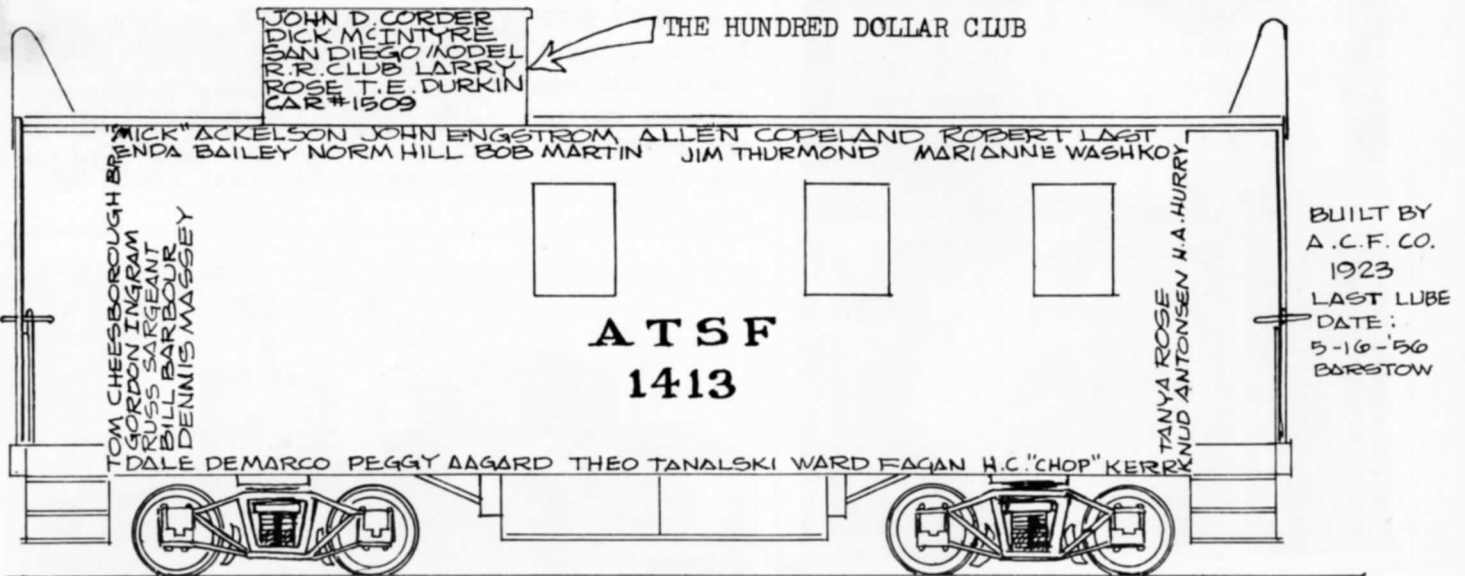
A CABOOSE FOR PSRMA!

For many months our Santa Ana operative Norm Hill has had his eye on an old Santa Fe wooden caboose languishing in a salvage yard in Tustin, only a few hundred feet from Santa Fe's line to San Diego. What was unusual about this particular "crummy" was that it was complete with original trucks and hardware inside and out, a prime collectable for a railroad museum!

Unfortunately, these days, commercial interests also want old waycars as decor in restaurants, shopping centers, etc. This put PSRMA in an awkward position of having to compete with these commercial outfits when the owner finally decided to sell. The Board of Directors anguished over the decision to try and save this rare caboose for many weeks. After recalling how a young PSRMA, with only a hundred members, stuck their necks out and borrowed the money to buy our cherished car #1509, the board decided to "go for it" with Norm Hill negotiating the best price he could. Norm managed to get the asking price cut in half as it turned out, when our bid was accepted, but we still had to come up with the princely sum of \$5,000.00.

Word of the acquisition spread quickly through the local railfan grapevine, and people started getting excited. We couldn't have picked a better example of the trainman's office if we had our choice of any caboose in the land! J. D. and Dorothy Corder, visiting from McCook, Nebraska, kicked off the fundraiser with a hundred dollar check without even being asked! The San Diego Model Railroad Club voted to match that sum and most of them are not even members of PSRMA! Restoration crewmen Dick McIntyre and Larry Rose each came up with a century note, as did local Santa Fe hogger Terry E. Durkin. Ten percent of the cost raised from only FIVE donors! Norm Hill quickly raised another \$500-plus when he personally contacted about twenty-five of the restoration crew and other museum hardcore. Twenty percent raised without hardly trying!

The names of all donors will appear in the caboose silhouette starting as a regular feature in this issue of REPORT. Help fill in the pieces! When completed, the filled in caboose drawing will be framed and permanently mounted in #1413. The names of the hundred dollar donors will also be on a brass plaque in the car. Send your tax deductible contributions to: PSRMA Caboose Fund, Box 12096, San Diego, CA 92112.



YES! I WANT TO HELP SAVE CABOOSE #1413! PUT MY NAME ON THE "SHACK"!!
 My gift of \$ _____ is enclosed Charge to VISA or MASTER CHARGE

MASTER CHARGE/VISA NUMBER

MASTER CHARGE BANK NUMBER Exp. date _____ SIGNATURE: _____

Name: _____ Address _____ Zip _____

2nd Section on San Diego Line

by Larry Rose

The California gas crunch is packing people on to the trains as never before. Amtrak's "San Diegans" are so crowded that Extra 510 East, a "second section", was the first train out of Los Angeles May 12th.

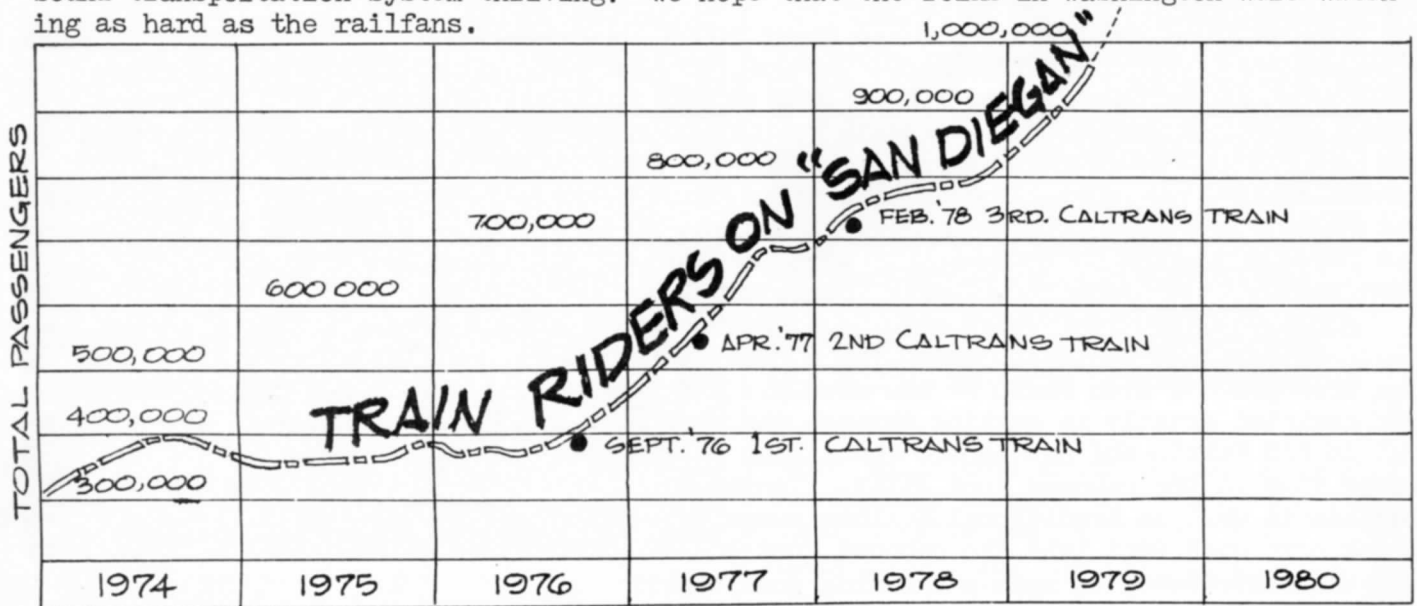
The regular train was Amfleet as usual but the second section was an all-time first for an Amtrak "San Diegan" and it had an incredible consist. Andrea Hill, daughter of PSRMA Director Norm Hill, wrote the car numbers down and Brenda Bailey furnished the information for the list below.

CAR TYPE	AMTRAK NUMBER	ORIGINAL RAILROAD & NUMBER	BUILDER & DATE
hi level coach	9918	A.T. & S.F. 544	Budd 1963
"	9946	" 706	" 1956
"	9958	" 718	" "
dormitory lounge	3393	" 1342	Pullman 1950
coach	5601	Seaboard 5601	Budd 1939
"	5602	" 5602	" "
"	5606	" 5606	" "
"	5231	A.T. & S.F. 3159	" 1941
"	4844	S.P. 2358	Pullman 1954

The locomotives pulling this unusual San Diego train were themselves noteworthy. Both engines were SDP40F's but the lead unit, #510, was in the oldest, grey with red nose paint scheme and #716 was in the newest Amtrak scheme, black, red and silver grey.

Conductor Bob Courtney provided PSRMA with the train orders for the first "second section" on the San Diego line in twenty years and said the heavy traffic increase would probably cause more extra trains to run every weekend with all available equipment running. Even without the gas crunch, ridership on the "San Diegans" is up 63% since this same time last year, according to Amtrak. In less than three years ridership has risen 243%!! This is in spite of fare increases of more than 20% in that time. (Eat your heart out, Brock Adams!) It is hard to believe that the Department of Transportation's plan to cut Amtrak by 43% is before Congress right now! The DOT plan is so idiotic that only government could have conceived of such an outrage and timed it so beautifully with the two hour wait in gas lines.

The San Diego Depot looked just like old times on May 12th with all tracks jammed with passenger trains and thousands of people in and around the depot. It was a great day for train watching and great to see the most fuel efficient and environmentally sound transportation system thriving! We hope that the folks in Washington were watching as hard as the railfans.



1509 ROLLS AT LAST !

by Larry Rose

A lot of hard work paid off with a lot of fun this past month. Our own Cafe-Observation Car #1509 passed all its Amtrak inspections and rolled three times to Los Angeles carrying the markers on the "San Diegan". May 5th was the big day with #1509 rolling on a special fan trip arranged by the Pacific Railroad Society in honor of the 40th anniversary of the Los Angeles Union Passenger Terminal.



#1509 poses at Miramar freshly painted and detailed the day before being towed to San Diego on Santa Fe's 4th District local.

P.R.S. invited P.S.R.M.A. to send up a car for their special excursion and this sent our crew of hardcores scurrying to spruce up #1509, the most appropriate car in southern California (if not the world) to carry the drumhead on such a fan trip. The special train was wyeed in San Bernardino after arriving via Fullerton and Riverside then returned to L.A. through Pomona and Pasadena. LAUPT's 40th birthday was celebrated in grand style with a super train ride and many special activities and displays in the depot. Thanks to P.R.S. for inviting us to be a part of it.

Another two trips were made to Los Angeles on #1509 before and after the P.R.S. special. On April 29th the restoration crew took her on a shakedown run leaving on the 1:00 pm "San Diegan". As the train pulled out of the depot, a spontaneous cheer

went up "Underway at last!" with much whistling and clapping. After pulling out of Ocean-side, the milepost watchers clocked the train at over 90 mph. The faster we flew, the smoother the ride got, with #1509 gliding over the rails with a machine gun like clickity clack over the joints. The fans loved it! John "Nick" Nichols rode the platform all the way with a perpetual grin that threatened to break his face!

Coming back at night, the car was ablaze with lights for the first time in many years and an impromptu Mexican dinner was whipped up by Ron Milot and Bob Martin in #1509's immaculate galley. Young Tom Collins was grabbed off the platform and pressed into dish-washing duty with only mild complaining, just like every Saturday at Miramar! The galley crew later confessed to having a good time working the kitchen and hand bombing the coal fired stove.

The train rolled into San Diego about 10:30 with markers and drumhead emitting such a mellow glow. "Hot rats," someone shouted, "We've got to do this again!"

So we did it again, this time with a planned chicken dinner as a surprise for the train riders. "Nick" Nichols and Ida Mae Milot contributed the fixins with Ron Milot as the Head Chef. Bob Martin and Tom Collins were assistant cooks, dressed in aprons and traditional chef's hats. John Pattison was the waiter and Excursion Director Jim Lundquist was Maitre d'. Our Master Mechanic, Ken Helm, got K.P. duty this time as the galley crew fed forty-eight people in shifts in a dining room that sits eighteen. Was it fun?! When we arrived back in San Diego nobody wanted to get off!

Many others deserve high praise for making #1509's coming out party a joyous happening. Jim Lundquist was the architect of the whole thing, handling tickets and making all the arrangements with Santa Fe and Amtrak. Thanks also to John Baldwin of San Francisco who assisted greatly in cutting through the paperwork and Amtrak red tape. We are grateful to Bob Martin and new member Vince Jang for tending bar on the trips and dumping their tips in the caboose fund kitty. Tanya Rose picked her guitar and sang old railroad ballads as well as traditional Mexican songs appropriate for the Cinco de Mayo celebration. A lot more cash went into the caboose fund because of her on all three trips. Thanks to all who contributed to such a snorting good time!!

THE FOLKS THAT DID THE WORK by Ken Helm

All efforts over the last two months have been devoted exclusively to finishing off the #1509 project. Over the last month our full crew worked all day every Saturday and Sunday to complete the car for its debut on the high iron. The exterior was repainted, hallway repainted, kitchen stripped and painted, hallway and bathroom re-tiled, buffer-plate conversion installed, controlled slack coupler installed as well as a lube and brake job done. With this two month blitz, the car was certified and ran on three trips to Los Angeles in May, quite an accomplishment and a first for the museum. Aside from a minor problem in the kitchen wiring everything worked great and the old heavyweight was the envy of all who saw her. In reflection, it is staggering to recall that this car has seen five years of restoration effort containing conservatively 8,000 man-hours and untold sweat, blood and tears. We've proven to ourselves that we can bring one of our cars up to Amtrak standards and run the car successfully. Victoria is next "in the shops" with possible certification and operation in six months. Many things were learned during the #1509 reclamation project which our crew will now put to use in the restoration of our other cars.

I'm sure that I'll unintentionally leave some very valuable people out in the list of thanks for bringing a beautiful car back to the mainline, but I'll try my best to recall those who contributed so much. First the five year "veterans" who contributed so much: John A. "Nick" Nichols, Larry Rose, Ken Helm, Norm Hill, Ron Milot and Good Ol' Jack Linn. These people are the original "true believers" spurred on only by a dream of #1509 rolling again. Many others caught the "#1509 fever" over the years and their contributions were vital. The standouts were: Frank Cooke, the master cabinet maker who made beautiful replacements windows, Dick Mc Intyre, talented welder and machinist who rebuilt window sills, fabricated a new coupler release bar and diaphragm extension and even rebuilt the red light mounted on the drumhead, Harry Hurry and Knud Antonsen who installed the batteries and went over the electrical systems, Russ Sargeant who redid valves and pumps, Bob Martin who reupholstered several chairs and rebuilt the kitchen vents, Tom Collins the "gofer" who did whatever was needed and Bill Barbour and David Black, the hardest workers on Norm Hill's "Galley Gang" who's exploits were listed in last month's REPORT.

It is important to note that before 1975 work was started on #1509 by Chairman of the Board Dick Pennick, who often worked alone, one Saturday a month and Eric Sanders, Past President and keeper of the faith in the days when PSRMA only had about 100 members. Completion of #1509 must be especially gratifying to these men.

Finally, the 600+ members of today's PSRMA can pat themselves on the back for financing #1509's rebirth with their dues and contributions. It is to these people, the rank and file railfans, that #1509 is dedicated.



The G.M. does his thing on the letter-board while Knud Antonsen, Ken Helm and Tom Collins prepare to install the Victoria's batteries in #1509. Harry Hurry is driving the forklift.

Membership News

by Tanya Rose

We have #1509 to thank for recruiting most of these new members which include engineer Don Grewe and conductor Lawson Chadwick of the Santa Fe. Do you realize just how fast we are growing? Our postage costs rise by the month. You can help us by including a stamp when you send in your renewal. It may seem a small thing to do, but if all our over 600 members did just this one thing, our budget could be channeled to other things like restoration and acquisition of new equipment. Think about it when you renew. Would you do this graceful little thing for me? You know I'd appreciate it!

REGULAR MEMBERS

R. K. Busch	Jones Peter	Marianne L. Washko	Robert N. Last
Stephen K. Powell	Byron Randall	Peggy Aagard	James R. Thurmond
Lawson Chadwick	Greg Thompson	Dale Demarco	William R. Attaway
Don Greenfield	Randy Gibson	Ron Carson	Christopher Culp
Don F. Grewe	Russell Homan	Eugene A. Wegener	Leo Hoyt
Richard Tolmach			

FAMILY MEMBERS

Ralph & Marion Lazear (upgrade)	Harlan & Paula Leal
Jack & Theda Benson	Harry & Louise Mowder
Gary & Janet Leal	Ward & Rogene Fagan (upgrade)
William & Grace Myers	

CONTRIBUTING MEMBERS

Raymond E. Chambers	Berna Thompson	Vincent T. Jang	Marvel Scott
Jolene Shumilak	A. L. Hellman	Eric Burch	Elva Trower

~~1509~~ ~~VICTORIA~~ STAFFERS

by Jo Pressnall

As you know, #1509, beloved by many a railfan, is now standing tall and looking proud at the Embarcadero ready to receive the many visitors we have this time of year. Jim Bradley, who fills in at the drop of a hat, will handle my calls until the 24th of this month so get in touch with him at 233-3024 and after then, with me at 435-5022 (collect, if necessary). Come on down, if you are in the area, just to see what a magnificent job our hardworking restoration crew has done. We all should be so proud of them!

The following people involved themselves in the happy task of staffing Victoria through April. Our warmest thank you's to all of you!

Mike & Steve Retz	William Harding	Berle & Kathi Maxi	Tanya Rose
William Brannock	Dean Curtis	Jim Bradley	Ray Archer
Ward Fagan	Ron Zeiss	Ed Smith	David Black
Al Vartanian	Dick Ruppert	Jo Pressnall	
George Parish	Curtis Croulet	Dan Mc Lean	

GIFT SHOP

Need a functional gift for a railroad fan? PSRMA Superintendant John Ashman had some coffee cups made up with our museum logo fired on in full color. The cups are first class quality and are available direct from John at \$3.50 each postpaid, or you can wait till the next general meeting in July and save a buck. All proceeds go to PSRMA so if you need some cups why not buy a whole set? Make checks payable to PSRMA and send your order to: PSRMA CUPS, c/o John Ashman, 10243 Truett Lane, San Diego, California 92124.

RESTORATION NEWS

by Ken Helm and Knud Antonsen

With the push on to get #1509 rolling behind an Amtrak "San Diegan", some of our other projects were neglected but not completely abandoned. Diesel switcher #7485 continues to receive regular maintenance to keep it in top running condition. A faulty cab door lock was repaired by Knud Antonsen in between his involvement in switching batteries from Victoria to #1509.

Now that Victoria is at Miramar, work has already started on the long delayed sprucing up of our Pullman built private varnish. Three years of visitors had begun to take the shine off the old heavyweight and general maintenance is long overdue.

Norm Hill has started work on the kitchen car roof and will be joined by most of the restoration crew in the next few weeks. Union Pacific Coach #576 will be painted sometime in the next few months but should not require more than a few of our hardcore to handle the job. Mechanical work on #576 will not be started until the kitchen car and Victoria jobs are completed.

Our steam freak types are also anxious to get back to work on Feather River Shay #3 (now lettered for original owner Hutchinson Lumber Co.). Much work remains to be done on the plumbing and lubrication systems and our wrench jockey people will have their hands full.

On another front, the La Mesa Depot project is moving toward the front burner again as the City of La Mesa winds up its plans for Phase II of their downtown redevelopment. The city has already approved \$13,000 in available federal block grant funds to help finance the project, but PSRMA volunteers will still have to do the lion's share of the work as well as scrape up much of the required cash.

As you can see, the work in a railroad museum outfit is never done. The work varies from exhibit staffing to heavy mechanics to newsletter writing. We need warm bodies in every activity as well as donations of materials and cash (which are tax deductible, remember!) and it is easy to get involved. You are never more than a phone call away. Call General Manager Larry Rose at 469-3064 if you would like to actively participate. If the line is busy, try Superintendent John Ashman at 292-4295. If you live in North County or Orange County, try Crew Chief Norm Hill at 551-4351. Car pooling to the work site can be arranged, so don't be shy; call today and get involved in a most fascinating hobby and help insure that the great age of rail will live forever!

JUPITER, No. 119 FIRED UP, SHIPPED OUT

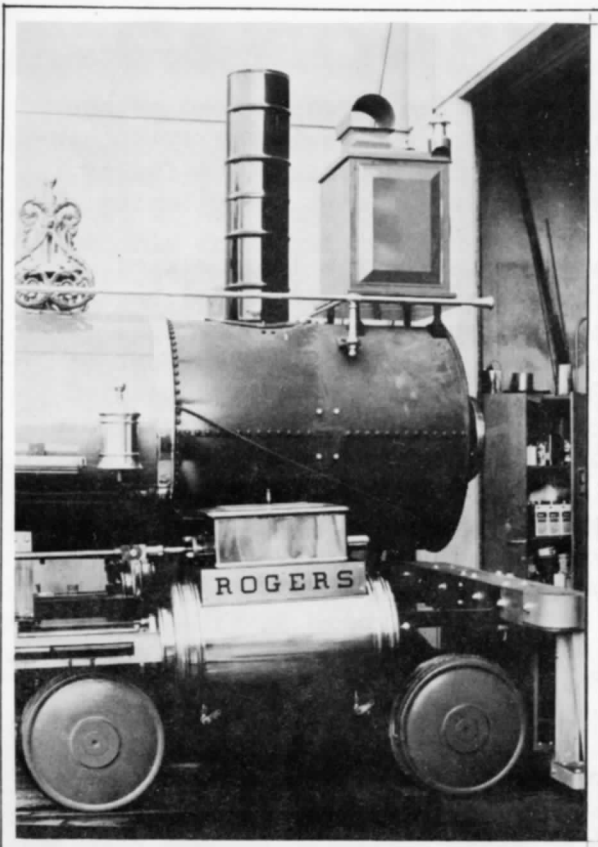
The replicas of the two most famous locomotives in America were completed in Costa Mesa last month and trucked to Utah. Mr. Chadwell O'Connor, President of O'Connor Engineering, was kind enough to invite PSRMA to his plant to see these beautiful steam engines

in their completed form and witness their first steam up. The engines were so clean, so perfect, so exquisitely machined, that they are impossible to describe in the confines of this humble journal. The gold leaf work alone was mind blowing. Its hard to believe that most workaday locomotives in the 1860's were just as beautiful and loaded with decorative handwork.

(continued on next page)



Steam expert Chad O'Connor coaches the engineer who will run the locomotives in Utah on the finer points of throttle work on Number 119.



Ward Kimball, a Disney illustrator and known rail buff, did some excellent paintings on the tender corners and sand dome of Union Pacific #119.

The exact replicas will be used in reenacting the famous gold spike ceremony several times a day at the site of the original event at Promontory, Utah in 1869. The National Park Service has built an engine house, museum and tourist facilities at Promontory, but forgot to budget for track! This last minute job is underway now and the steamers should be rolling soon for the summer season.



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, \$6.00 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:

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Larry L. Rose	- - - - -	Vice President
James J. Lundquist	- - - - -	Secretary
Brenda Bailey	- - - - -	Treasurer
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Norman R. Hill	- - - - -	Director
Eric Sanders	- - - - -	Director
Knud Antonsen	- - - - -	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.

Polished brass sparkles everywhere as the incredibly fine reproduction of Union Pacific's Number 119 is fired up for the first time at California's only steam locomotive works in Costa Mesa. A temporary stack has been fitted to the 119's smoke box so it could clear the door of the shop.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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