

WHEEL CLICKS

Pacific Railroad Society Inc.

July 2019



Amtrak Train 580 crossing the Los Angeles River on the Redondo Flyover on June 15, 2019. Behind Siemens Charger 2118, is Pacific Railroad Society Pullman, National Forum, on Excursion 555. The train set, and the National Forum, are making their second round trip to San Diego that day. –Alex Gillman Photo

Pacific Railroad Society Inc.

210 West Bonita Avenue

San Dimas, CA 91773



Railroads-The Backbone of America

WHEEL CLICKS
JULY 2019 VOLUME 83, NO. 07

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Pacific Railroad Society, Inc. is a non-profit 501 (c)(3) educational organization staffed by volunteers. The Society supports rail car preservation and restoration; railroad excursions; a museum which preserves and displays railroad literature, photos, artifacts and a resource library; railroad related education; social events; and publications. The public is welcome to participate in the Society's events, operations, and facilities. The Society is funded by memberships, donations, grants, and fundraising activities.

As of April 1, 2018, PRS members have a choice of paper or pdf (electronic version) of Wheel Clicks. Please note the paper version is \$5 more to cover the cost of mailing First Class.

Participating Member (PDF)	\$45.00 per year
Participating Member (Paper)	\$50.00 per year
Sustaining Member (PDF).....	\$60.00 per year
Sustaining Member (Paper).....	\$65.00 per year
Corporate Member (PDF).....	\$110.00 per year
Corporate Member (Paper).....	\$110.00 per year
Life Member.....	\$500.00

Pacific Railroad Society Museum

210 W. Bonita Ave., San Dimas, CA 91773.

Telephone: (909) 394-0616.

Museum Operating Hours are:

Monday and Wednesday from 12:00 PM to 5:00 PM

Saturday from 10:00 AM to 4:00 PM

Our Museum is open to the public and admission is FREE!



Board of Directors of Pacific Railroad Society, Inc.

President.....	Marti Ann Draper
Vice President	Andrew Novak
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Director (2018-2021)	Mark Abbott
Director (2019-2022)	Albert Novak

www.pacificrailroadsociety.org

info@pacificrailroadsociety.org

Upcoming PRS Events:

July 19: Membership Meeting 7:30 PM at South Pasadena Library with ERHA (1055 El Centro Street).

July 19: Deadline for Wheel Clicks submissions for the August Issue (See contact information below).

Aug 1: Wheel Clicks mailing 10:00 AM in San Dimas (210 West Bonita Avenue) (909) 394-0616.

(The mailing parties are now on Thursday!)

Aug 7: August Board Meeting 7:30 PM at the Museum in San Dimas (210 West Bonita Avenue).

Aug 16: Membership Meeting 7:30 PM at South Pasadena Library with ERHA (1055 El Centro Street).

July Meeting Program by Russ Davies

Once again, Harvey Laner will be presenting one of his train videos. Please see page 6 for a description of his show! Be there and bring digital briefs!

Submission of Material for Wheel Clicks

Stories, information, and photos for Wheel Clicks should be sent directly to the editor at the contact information below. If mailing in items, please include a self-addressed stamped envelope or material will be considered a donation. Inclusion of said material is at the sole discretion of the editor and may be edited or serialized due to space constraints. Due to the editors time constraints, any material not sent via electronic format may not be included since it would have to be re-typed. Thank You!

Andrew Novak - Editor

P.O. Box 2383

Downey, CA 90242

Or via email at rtd1121@yahoo.com

***National Forum* goes to San Diego and back, Twice! By Marti Ann Draper**

85 feet. That doesn't seem so far, when you are driving a car or spotting a train in a station.

But when you are up on a lift, scraping off old film, filling in holes with Bondo and cleaning every last inch so that the new Scotchlite stripe will stick, 85 feet can seem like an awfully long way.

It sure seemed like a long way when we scraped all the loose paint chips off the roof, cleaned it with the chemical that would insure a clean bond, and hand painted it with the space-age water-based primer that tuned into a solid if you left the lid off for an hour. Then, you would have to climb down to the ground and start another \$50 a gallon can. Amtrak didn't allow a compressor and spray gun, so replacement of the 33-year old bad spots is done with brushes and rollers. Still, we know we have to make an impression. Our Pullman car is one of the last ones running, and we want people to know that we care.

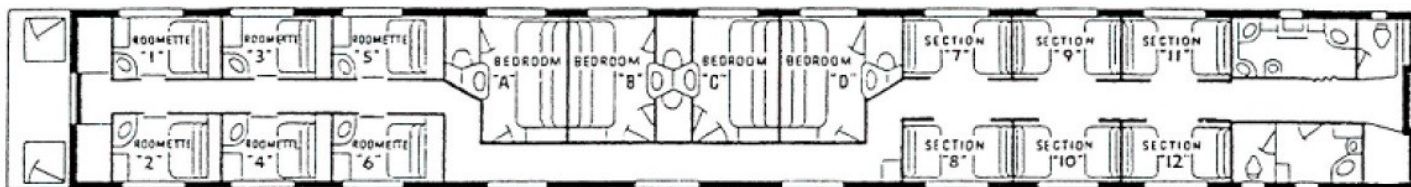
Having tried our wings on January 31 in the not-so-brave new world of Amtrak's post September, 2018, private car operation, we looked for a way that people could enjoy a trip to San Diego aboard our vintage Pullman car, the *National Forum*, and at the same time have a full day of adventures in San Diego.

Excursion 555, which took us south on June 15 of this year, was operated on trains 562 to San Diego, 1569 back to Los Angeles, 580 down to San Diego and then home to Los Angeles on train 591. The *Forum* has full m.u. capabilities and is authorized to run at up to 110 mph on Amtrak trains. It performed admirably under the able guidance of our PRS staff, led by Russell Homan, who kept the mechanical systems, including our cool air conditioner, running; Matt and Noelle Allen, who provided customer service; and Barry Draper. Other PRS members, including Roya Fouladi and Kevin Hass, helped out with ticket distribution, snack and beverage service, and told the story of the Pullman cars which turned overnight rail journeys from a chore into an anticipated adventure.

85 feet. That's the coupler to coupler length of the *National Forum*. In four places along its sides, custom cut and painted lettering proclaims its owner and operator, *PACIFIC RAILROAD SOCIETY*. I had the honor of scraping off the old lettering, tiny chip by tiny chip, and applying the new letters which Larry Jennings so diligently cut and lettered. *PACIFIC RAILROAD SOCIETY*. I once thought that was a dull, archane name, adopted to clothe a bunch of railfans in a mist of respectability. Not any more. As I carefully applied each letter, I was reminded of all the great people who worked together to promote railroads and their history here in Southern California. Their car runs. Their legacy is alive. The rich legacy of the Pullman car lives on because of them.



The volunteer crew on Excursion 555 in San Diego after completing the trip from Los Angeles. From left to right are Barry Draper, Marti Ann Draper and Russell Homan with the National Forum in the background.—Kevin Hass Photo





Above: Amtrak 2118 leads Train 562 through Encinitas on June 15, 2019 with the National Forum in tow, on excursion 555. This is on the first trip to San Diego that day. —Russ Davies Photo

Below: The National Forum shines in the afternoon sun at the Irvine Station on June 15, 2019. The car is on its second trip to San Diego, now on Train 580. —Jim Minor Photo

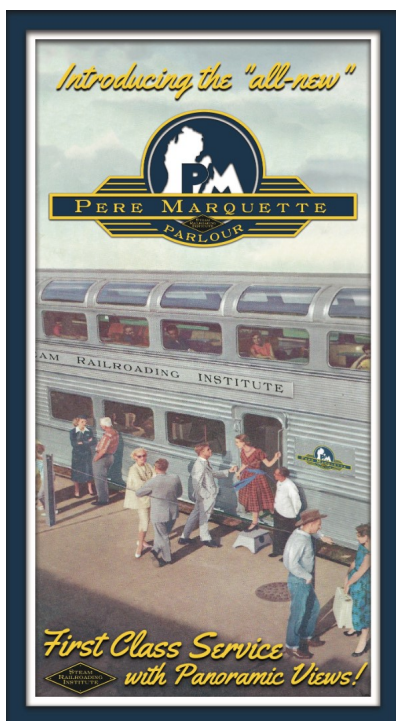


News Briefs

CalTrain AEM7s: In early June, two former Amtrak AEM7s, 929 and 938, were seen heading west on Amtrak's *California Zephyr* bound for the San Francisco bay area. The two electric locomotives were purchased by CalTrain to test the new electrification being installed on the San Francisco to San Jose commuter line. After testing is complete, and the new electric cars are placed in service, the AEM7s will be used for back-up and also for work trains.

-Information from Elrond Lawrence via Facebook and various websites.

Pacific Parlours new home: Former Amtrak Pacific Parlour cars 39970, *Columbia Valley*, and 39975, *Willamette Valley*, have arrived at their new home, Owosso, Michigan at the Steam Railroading Institute. The centerpiece of the institute's collection is former Pere Marquette 2-8-4 #1225, and the two lounge cars will be used as first class lounge cars on excursion trains with the 1225. They are billing the new first class service as the *Pere Marquette Parlours* and they should be operating on the *Polar Express* trains this Christmas. The two bi-level lounge cars were built by Budd in 1956 for the Santa Fe's *El Capitan* trains. Amtrak 39970 is ex-Amtrak 9970 and originally Santa Fe 575. Amtrak 39975 is ex-Amtrak 9975 and originally Santa Fe 580. *-Information from Facebook, michigansteamtrains.com, and rtabern.com. Graphic below from michigansteamtrains.com*



Mesa Light Rail: On May 18, 2019, the new 1.9 mile Gilbert Road extension opened on the Valley Metro light rail line in Mesa, Arizona. The new extension runs east from Mesa Drive to Gilbert Road and includes two new stations. With the opening of this extension, the Valley Metro light rail system is now 20 miles long and serves Mesa, Tempe, and Phoenix. *-Information from Rail Magazine on Twitter and photo below from valleymetro.org.*



Phoenix Union Station: The Union Station in Phoenix, Arizona, has recently been listed for sale by real estate company CBRE. The historic station was built in 1923, and was used by both Santa Fe and Southern Pacific until Amtrak started in 1971. Amtrak continued to use the historic station until 1996, when they re-routed the *Sunset Limited* and by-passed Arizona's capital city. Currently, the building is owned by Sprint Communications, who has owned the building since 2004. It currently houses a switch center for the communications company and is being offered "as-is." No price has been listed and interested parties should submit bids. *-Information from the Phoenix New Times and the CBRE website.*



Private Car *Sierra Hotel* On The *Empire Builder* by Harvey S. Laner

Over the Independence Day holiday in 2013, Harvey Laner rode private car *Sierra Hotel* as it was repositioned from St Paul Minnesota to Seattle Washington for a charter trip back to the Midwest. On the evening of July 3rd 2013, the beautiful private car was placed on the rear of Amtrak's train 7, the westbound *Empire Builder*. For the next two days the train traversed the BNSF's former Great Northern Railway Northern Transcon route. Highlights include traversing North Dakota's beautiful lake country; crossing the Gassman Coulee Bridge just west of Minot, ND and an exciting ride up Marias Pass at sunset. The morning of the second day the train traversed the Trinidad Loop as it enters the Columbia River Valley. The train continued west through the Cascade Tunnel, and traveled a rare mileage detour on a secondary route around a derailment on the BNSF main line at Everett, Washington. This memorable ride ended with the final leg to Seattle along beautiful Puget Sound.

VOLUNTEERS WANTED!

Pacific Railroad Society is currently looking for volunteers to help staff our museum in San Dimas!

Our museum is located in the former Santa Fe station in San Dimas at 210 West Bonita Ave and we are currently open three days a week, see page two for hours.

Do you like trains?
Have an interest in local history?
Want to meet new people?

Then this job is for you!

Don't worry, if you don't know about trains or local history, we can teach you what you need to know.

You don't have to be a member of PRS, so tell your friends and family.

If you are interested, you can stop by the museum during normal operating hours; call the museum at 909-394-0616, (leave a message if no one answers); or email us at info@pacificrailroadsociety.org.

We look forward to having you join our group of volunteers!

Pin-Ups For Vets 2020 Calendar

Recently, the non-profit organization, Pin-Ups for Vets, did a photo shoot in front of our museum in San Dimas for their 2020 calendar. (See photo below). The new calendars are available for purchase on the organization's website, or by writing to the Post Office Box below.

<https://www.pinupsforvets.com/>

Pin-Ups For Vets
P.O. Box 33
Claremont, CA 91711

About Pin-Ups For Vets from their website: "Pin-Ups For Vets raises funds to improve Veterans' healthcare, donates funds to VA hospitals for medical equipment and program expansion, improves quality of life for ill Veterans across the United States through personal bedside visits to deliver gifts, promotes volunteerism at Veterans Hospitals, supports homeless Veterans with clothing and calendar gifts delivered to shelters, boosts morale for military wives and female Veterans with makeovers and clothing, and boosts morale for deployed troops through delivery of care packages."



Coming to future issues of Wheel Clicks:

We are working on stories on the following. Please contact the editor, (see page 2), if you have photos or information to contribute.

- LArY, LATL, and LAMTA PCCs
- Leonard's M&O/Tandy Center Subway
- SP/Amtrak FP7s
- Amtrak's Spirit of California
- Amtrak's North Coast Hiawatha

Thank you!



Above: Philadelphia Transportation Company (PTC) Brilliner 2023 on Line 53 at 10th and Luzerne Streets in December 1949. The 2023 was one of three Brilliners, 2021-2023, built in 1939 for PTC. The 2021 and 2022 were scrapped in 1951, while the 2023 was scrapped in 1956. —Photographer Unknown

Below: Utah Transit Authority (UTA) LRV 1156B, leads a two car train along Temple Street in downtown Salt Lake City on May 17, 2019. Behind the train is the former Union Pacific Station in Salt Lake City, which is no longer used as a passenger station. —Andrew Novak Photo





Above: Southern Pacific SD45T-2 #9346, leads an eastbound freight through Alhambra at Atlantic Blvd. and Mission Road in September 1978. Soon the trains will be running the trench located to the left of the train and the track the train is on will be removed. —Jay Roberts Photo

Below: Amtrak Siemens ACS-64 #612, leads a Northeast Regional train into the New London, Connecticut Station on June 11, 2019. The 612 is one of 70 ACS-64s built for Amtrak between 2012 and 2018 at the Siemens plant outside of Sacramento California. These units replaced the old AEM-7s on the Northeast Corridor. —Wayne Doran Photo

