

WHEEL CLICKS

Pacific Railroad Society Inc.

September 2019



Former Western Pacific (WP) GP40-2s #3551 and #3555 lead a freight train past the Los Angeles Maritime Museum in San Pedro on May 6, 1983. After the merger with the Union Pacific (UP), WP motive power was seen all over the UP system. These two 1980-built EMD products, are still in service on the UP, #3551 is now #1461 and #3555 is now #9989. The track in this photo was also used by the San Pedro Red Car from 2003 to 2015. The Los Angeles Maritime Museum is housed in the former San Pedro to Terminal Island Ferry Terminal Building. The Terminal Island Ferry was taken out of service with the completion of the Vincent Thomas Bridge in 1963.

—Larry Jennings Photo/Bill Farmer Collection.

Pacific Railroad Society Inc.

210 West Bonita Avenue

San Dimas, CA 91773



Railroads-The Backbone of America

WHEEL CLICKS
SEPTEMBER 2019 VOLUME 83, NO. 09

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Wheel Clicks is the official publication of Pacific Railroad Society Inc. and is published monthly.

Opinions expressed in unsigned articles are those of the editorial board, and do not necessarily reflect the opinions of the Society, its officers or directors. Opinions in signed articles are those of the author only. All rights reserved. ISSN: 0043-4744.

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
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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!



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Upcoming PRS Events:

Sep 4: September Board Meeting 7:30 PM at the Museum in San Dimas (210 West Bonita Avenue).

Sep 5: Wheel Clicks mailing 10:00 AM in San Dimas (210 West Bonita Avenue) (909) 394-0616.
(The mailing parties are now on Thursday!)

Sep 20: Deadline for Wheel Clicks submissions for the October Issue (See contact information below).

Sep 20: Membership Meeting 7:30 PM at South Pasadena Library with ERHA (1055 El Centro Street).

Oct 2: October Board Meeting 7:30 PM at the Museum in San Dimas (210 West Bonita Avenue).

Dec 14: Christmas Banquet & Fundraiser in Downey at the Los Amigos Country Club.

September Meeting Program by Russ Davies

Harvey Laner has spent hours recording the exciting railroad action through California's famous Tehachapi Mountains. This program brings together his best work capturing the dramatic sights and sounds of the pre-merger period from 1988 to 1996. It was a time when SP scarlet and gray and Santa Fe war bonnets still dominated the Mountain and cameras could still be set up at very accessible prime camera locations. Harvey narrates the program and describes the transition from silent 8 mm movies to the progression of video camera development used to capture this program's audio and visual images. Charles Smiley produced this video at the CSP Studio. 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

The Texas Transportation Company—Part 1

By Andrew Novak

For over 100 years, the Texas Transportation Company (TXTC), served the Pearl Brewery in San Antonio, Texas. The 1.3-mile rail line was a wholly owned subsidiary of the Pearl Brewing Company and connected the brewery, located on the edge of the Central Business District, with the Southern Pacific (SP).

Beer brewing on the site of the Pearl Brewery began in 1881, when the J.B. Behloradsky/City Brewing began operation. The company struggled, and in 1883, the brewery was acquired by San Antonio businessmen who also had an interest in the nearby Lone Star Brewing. The new company was named the San Antonio Brewing Company. In 1886, the new San Antonio Brewing Company had built up enough capital to resume brewing beer on the 23-acre site.

On September 24, 1897, the Pearl Brewing company was granted a charter by the City of San Antonio to operate a railroad between the brewery and the SP to transport supplies to the brewery and finished product out. At the time, a municipal ordinance, stated that only electric locomotives could be operated on the streets of San Antonio. In the beginning, the railroad utilized various electric locomotives, some of them appeared to be built from box cars.

As operations began on the new railroad, other companies began to locate along the line with Texas Transportation providing rail service. The second largest company on the line was the Lone Star Brewing on Jones Avenue. Lone Star Brewing opened in 1884 and was the first large-sized mechanized brewery in Texas.



*Pearl Brewing in San Antonio in the 1970s.
—Photographer Unknown*

From 1920 to 1933, there was a nationwide, Constitutional, ban on the production, importation, transportation, and sale of alcoholic beverages in the United States. This period of time in history was known as “Prohibition” and this did have an impact on the railroad’s two biggest shippers.

During Prohibition, Lone Star Brewery became the Lone Star cotton mill, and once Prohibition ended, the brewery was abandoned. The production of Lone Star Beer was moved to a new facility and over the years, a variety of companies occupied the original Lone Star building. In the 1970s, the building was acquired by the San Antonio Museum Association and the former brewery was converted into an art museum. The building is still an art museum today. Pearl Brewing fared better during Prohibition, continuing operations producing soft drinks, near-beer, ice cream, commercial ice, and even did dry cleaning. Once Prohibition ended, Pearl resumed production of beer.

At the peak of operations, the railroad served over 20 customers and in 1932 was designated as a common carrier.

Over the years, Pearl Brewing changed hands and the final owner, The General Brewing Company of San Francisco, owned by Paul Kalmanovitz, acquired the brewery in 1977. In 1985, Kalmanovitz, acquired Pabst Brewing, and all of his breweries were united under the Pabst Brand, including Pearl in San Antonio. Over the years, traffic gradually dropped off on the TXTC, due in part to a change in the neighborhood. By the 1990s, Pearl was basically the only customer left on the railroad, with occasional cars delivered to Samuel’s Glass Company.

In the 1990’s, loads bound for Pearl included grain and corn syrup used for brewing, and coiled aluminum for the canning plant. During this time, Pearl was also a distributor of other beer brands, including Dos Equis from Mexico. Carloads of these other beers arrived in box cars to be distributed from the Pearl plant. The outbound loads from Pearl were empty aluminum cans for recycle and finished products, beer, bound for market.

Aside from the street running on Joes Avenue, one of the other interesting aspects of the TXTC operation was the switchback used to gain access to the Pearl plant itself.

(Continued on Page 4)

At one point in time, the tail of the switchback served a GE warehouse that was torn down to make way for Interstate 37. The switchback made operations interesting since there were only a limited number of cars that could fit on the tail track.

By the end of the 1990s, more of Pearl's business was moved to trucks, and traffic decreased on the railroad. Around this time, Pabst was struggling as a company, and they made several attempts to save money. These changes did not help, and in 2000, Pabst closed all their breweries and ended production of their own beer. Pabst has an agreement with Miller to make the Pabst brands, including Pearl, which can still be found in select parts of Texas and Oklahoma.

The TXTC ceased operations on June 30, 2000, and the Pearl Brewery closed in 2001. In 2002, Silver Ventures of San Antonio, purchased the brewery and began converting the complex into a mixed use development. Some of the buildings have been repurposed, while others have been torn down. The railroad has been removed, and only few traces of it remain. TXTC locomotive Number 2 is on static display in the mixed use development that replaced the Pearl Brewery.

In part two of the story, we will cover museum operations on the Texas Transportation Company and we will have a locomotive roster for the railroad.

The various sources used in the preparation of this article:

- Texas Transportation Museum txtransportationmuseum.org
- The New Electric Railway Journal Spring 1990 "Special Section, Trolley Freight 1990."
- The Texas State Historical Association <https://tshaonline.org>
- Roster of Preserved North American Electric Railway Cars bera.org/pnaerc.html
- San Antonio 300 old300.org
- Don's Depot donsdepot.donrossgroup.net



Texas Transportation Company Locomotive #1 is photographed at the interchange yard with the Southern Pacific in July 1990. Only one track in the yard had overhead catenary for the TXTC.

—William D. Volkmer Photo

News Briefs

Canadian Pacific dome: Recently, the Canadian Pacific (CP), added former Southern Pacific (SP) dome 3605 to their executive train consist.

SP 3605 started life as tavern car 10312 and was converted by the SP to a dome in 1955 for the *Shasta Daylight*. It operated on the SP until 1971 and was eventually transferred to Amtrak where it was renumbered 9374. Amtrak retired the car in 1981 and it was sold into private ownership.

The car was used as an office in Colorado Springs for several years and was then acquired for the Great Western Railroad Museum in McCloud. When the museum never materialized, the car was sold to an excursion operator in Mexico. It operated for several years in Mexico including on trains through the famed *Copper Canyon*. In Mexico it was converted to a dome sleeper.

In 2000, the car was sold to the Canon City & Royal Gorge Railroad (Royal Gorge Route) in Colorado and it was renumbered CRRX 9374. The car sat for many years waiting to be refurbished. In 2005, the Royal Gorge Route purchased three former Holland America domes from Alaska, and the former SP dome project was placed on hold.

In 2018, the 3605 was purchased by the CP and the car moved on a flat car to Calgary for rebuilding. The rebuilding included new siding on the car and a complete refurbishment of the interior. On June 13, 2019, the former SP 3605 emerged as the CP *Selkirk* for use in business trains. To pay homage to the car's heritage, SP Daylight style speaker grills adorn the interior, the car has been renumbered 3605, and the classic porthole windows in the end doors were also kept.

-Information from Trains Magazine news wire and the Web Lurker's Dome Page. Photo below of the Selkirk in Calgary from Canadian Pacific.



Black Mesa & Lake Powell:

On August 26, 2019, the Black Mesa & Lake Powell (BM&LP) is scheduled to shut down.

The BM&LP is a 78-mile coal hauling railroad that operates entirely within the Navajo Nation of Northern Arizona. The railroad is an isolated railroad, does not connect to the national rail network, and runs from the Peabody Energy Kayenta Mine near Kayenta, Arizona to the Navajo Generating Station power plant at Page, Arizona.

The railroad was built in 1973, and was the first electric railroad to operate on 50,000 volts. The railroad's first locomotives, were six General Electric (GE) E60Cs built between 1972 and 1976. These locomotives were replaced by eight E60C-2s purchased from the Nacionales de México (NdeM) in the 1990s.

The railroad is shutting down due to the planned closure of the power plant in Page, which is expected to happen later this year. The plant will continue to operate until the coal reserve in Page is gone. It is unknown what will happen to the rolling stock from the railroad, although one theory suggests it will be scrapped. Former BM&LP E60C #6001 was donated to the Arizona State Railroad Museum in Williams, Arizona in 2010.

-Information from Trains Magazine news wire, Navajo Times, various websites, and Bill Volkmer.



BM&LP E60C #6000 at the GE plant in Erie, Pennsylvania on November 16, 1972. This photo was taken on the GE test track shortly after the pantograph was raised for the first time. The 6000 was renumbered 6003 before it left GE for Arizona. -William D. Volkmer Photo

Department of Corrections.

By Andrew Novak

After we published our August issue, we received the following note from Bill Wulfert of the *Illinois Railway Museum* about the differences in Chicago Transit Authority (CTA) cars. Our thanks to Mr. Wulfert for taking the time to send us the note on the different types of cars.

“Hello Andrew Novak,

I read the Wheel Clicks sent to the Illinois Railway Museum. On page 6 of the August issue, Harvey Laner mentions that the CTA brought out their two 4000 series "Baldies" for the event. The Baldies were built in 1914 & 1915, and had steel roofs. They were bald, because they only had two ventilators on them, and no trolley poles. The CTA does not have any Baldies. They do however have two "Plushies", 4271-4272 built by Cincinnati Car Company in 1922. They got the nickname of "Plushies" because of the green plush seat coverings. All of the other cars on the Rapid Transit had rattan seats.

There are only four Baldies in existence. IRM has 4146 which is operable and is getting the final touches before it is released for service. There is one each at the Fox River Trolley Museum, Northern Ohio Railway Museum and Connecticut Electric. There are Plushies at IRM, Fox River & East Troy that operate. There are a few more, but many of the saved cars have been scrapped. -Bill Wulfert”



A group of CTA 4200s, “Plushies” on a northbound Evans-ton Express at South Boulevard station in Evanston, Illinois on April 12, 1966. –Roger Puta Photo

MUSEUM VOLUNTEERS NEEDED!

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!

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.

- Black Hills Central Railroad
- LArY, LATL, and LAMTA PCCs
- Leonard's M&O/Tandy Center Subway
- Amtrak P30CHs
- Iowa Traction
- SP/Amtrak FP7s
- Amtrak's Spirit of California
- Amtrak's North Coast Hiawatha

Thank you!

SAVE THE DATE!

Join your fellow PRS members on December 14, 2019, for our annual Holiday Party. We will be returning to the Los Amigos Country Club in Downey. We are still finalizing a presentation and guest speaker, so stay tuned for more details in coming issues of Wheel Clicks.



Above: Johnstown Traction Company (JTC) PCC #407 on Franklin and Main Streets in Johnstown, Pennsylvania in October 1957. JTC ended streetcar operations on June 11, 1960. —Ed Von Nordeck Photo

Below: San Francisco MUNI PCC 1010 pauses to pick up passengers in front of the Ferry Terminal Building on September 21, 2008. This is one of MUNI's double-ended PCCs that operates on both the E and F Lines in San Francisco. —Andrew Novak Photo





Above: Southern Pacific SW8 #1125 and San Diego & Arizona Eastern (SD&AE) SW8 #1126 lead the La Mesa Cannon Ball through Lemon Grove, California on May 23, 1982. This excursion was sponsored by the Pacific Southwest Railway Museum and was the first passenger train to operate on this part of the railroad in 54 years. Today this line is used by the San Diego Trolley. —Dan Dalke Photo/Pacific Railroad Society Collection.

Below: New York Ontario & Western (NYO&W) 4-8-2 #454 is seen here with a freight train at Cadosia, New York on August 8, 1935. The NYO&W was abandoned on March 29, 1957 and was one of the first Class 1 railroads in the United States to be completely abandoned. —Photographer Unknown/Andrew Novak Collection

