



REPORT

ISSUE 83

SAN DIEGO, CALIFORNIA

OCTOBER, 1971

EXCURSIONS

On Saturday, November 17th, members and friends of PSRMA will have the opportunity to climb aboard a special Sonora-Baja California railroad train for a one-day excursion to Puerto Penasco and return. The 312-mile round trip will include travel across the Colorado River delta country below Mexicali and across the forbidding Altar Desert.

The final destination, Puerto Penasco itself, is a remote and unspoiled fishing village on the northern shore of the Gulf of California. In Puerto Penasco excursionists may visit the shops, watch the fishing activities, or just stroll the streets and beaches.

This special train is sponsored by PSRMA in cooperation with the Chula Vista Chamber of Commerce. As on previous Puerto Penasco trips a full train is expected for this always popular excursion. The train will leave the Calexico-Mexicali International border at 8:45 Saturday morning, November 13th. Parking is readily available on the U. S. side of the



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ROSTER ROUNDUP

When an operating museum such as PSRMA receives a piece of equipment that is functional as well as historically significant it is doubly blessed. Such was the case in 1968 when we acquired the former San Diego Electric Railway Line Truck #085.

A tower mounted on the back of this 1923 White truck can lift an operating platform to a height of 22 feet for installation or repair of trolley wire. As PSRMA has very definite plans for including a trolley line into the final Museum site this feature will come in very handy.

The truck was used to maintain the wire of the San Diego Electric Railway until 1949 when the San Diego Transit System took over all service and replaced the streetcars with buses. The truck bore a 1950 license plate when acquired by PSRMA from the Transit System scrap company, testifying to the fact it was used to dismantle the overhead wire after the buses took over.



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border or at the train depot in Mexicali. Connecting buses are available to the station.

For those who do not wish to drive their own cars from the San Diego area, chartered bus service will be available. The special buses will leave from downtown San Diego and Chula Vista at 6 a.m., and from La Mesa at 6:15 a.m. Please note this chartered bus service is optional.

All seats on the train are reserved, so if you want to travel with friends or relatives please indicate this when making your order.

Fares for the train are \$14.25 for adults and \$11.25 for children under 12. Bus service fares to Calexico-Mexicali are \$7.50 for adults and \$6.50 for children under 12. Sale of tickets is on a first come-first served basis and is subject to capacity of train and buses.

Mexican Tourist Permits ARE required for this trip deep into that country. They may be obtained at the Mexican Consulate or at the Mexican Government Tourism Department. There is no charge for these permits. Details on obtaining them will be forwarded upon receipt of your reservations.

It should be noted this excursion is a special train movement on a foreign railroad and is on a long and tight schedule. Although every effort will be made to assure a comfortable trip no guarantee can be given about time of arrival in Puerto Penasco or return to Mexicali, condition and type of equipment, not to mention air conditioning and weather. The sponsoring organizations act only as agents between clients and all services for this tour and hold themselves free of all responsibility for any damage, delay, or loss occasioned. Refunds on cancellations received after November 2nd will be made only if space is resold.

Hopefully the special train will return to Mexicali railroad station at 9:00 Saturday evening and the connecting buses should be back to San Diego sometime about midnight.

Send your reservations to the Chula Vista Chamber of Commerce, 298 Fourth Avenue, Chula Vista, CA 92010. For more details, call the Chamber at 420-6602.

This is a unique trip that shouldn't be missed by anyone!

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The truck is currently stored on the property of Bob DiGiorgio in Santee, although a new storage site is needed. If you know of a suitable site, where work parties can be allowed, please give General Superintendent Dick Pennick a call.

#085's engine is in running condition, and a highlight to many work parties is a spin around the private lot in the unique vehicle. It does not presently meet requirements for state licensing. Most of the work done to date has involved priming the extensive wood body and tower, and some mechanical work on the motor and radiator. The photo on page one shows the truck shortly after received by PSRMA. The truck still needs a complete paint job for weatherproofing, replacing of the gears that extend and contract the tower and work platform, some more body work, electrical work on the lights and generator-starting system (it hand and electrically starts), and reupholstery. Restoration was started in 1970 and has stemmed the tide of weather erosion. Unfortunately, the only storage space available thus far has been outside in the face of the elements.

Traction Committee Chairman Tom Matson has been appointed supervisor of the restoration program for the line truck, and he reports he has normally tried to work on the truck the second Saturday of each month, barring weather or conflict with other PSRMA activities.

Although the line truck is one of the Museum's smaller pieces of rolling stock, it will serve a number of purposes once restored. It is a unique piece of railroading (of local origin!), it will serve a useful purpose in Museum construction, and it can be displayed in parades and rallies to put PSRMA's name before the public (it's a little hard to get a full sized steam locomotive in a parade).

But work is needed. If only two or three of our members can contribute a day a month on this project, the line truck would be a jewel in the Museum's collection. It is a relatively small project, and those working on it will receive considerable pride in their efforts. Tom is off to a good start but he does need some more help.

How about giving him a call at 273-8951. He'll be glad to hear from you!

SOUTHWEST CORNER



Whether sitting in San Diego depot with the San Diegan, as above, or lifting the Fast Mail across Cajon, right, the ALCo PAs of Santa Fe had to be one of the most popular locomotives to burnish rails in the Southwest Corner.

These scenes are gone forever now, of course. By 1969 the entire fleet of Santa Fe PAs were stored dead in Barstow, stacks capped and an ominous fate awaiting them.

In December of that year a small reprieve was heralded. The Delaware & Hudson Railroad was in the process of upgrading passenger service, and passenger locomotives that looked like passenger locomotives were needed. A mini-fleet of four Santa Fe PAs escaped the scrapers to become D&H's #16-19.

Despite the efforts of rail-
(continued top of next column)

fans (including some with hard cash), the remaining Santa Fe units fell to the torch.

Santa Fe, the first to receive the PAs, was also the last of the major lines to operate them. In 1970, the four D&H units, now painted blue and yellow, were the sole survivors of all PAs.

May 1, 1971, with Amtrak and a new D&H management, saw the PAs out of service for good.

Since then several letters have been exchanged between PSRMA and G. W. Maxwell, president of D&H, concerning the possible acquisition of one of the four ex-Santa Fe units. Information from Maxwell and C. F. Bayer, Vice-President for Purchases and Stores, indicates the railroad is not in a favorable earnings position to donate one of the classic diesels to PSRMA. However, all interested parties (and that certainly includes PSRMA!) will be given consideration and an opportunity to purchase these units at a sum beneficial to the D&H. A minimum of \$14,000 per unit has been quoted in one of the hobby magazines.

The four units, hand picked from the Santa Fe fleet, are former road numbers 59, 60, 62, and 66. They are all cab units; no PA boosters remain extant.

Many organizations across the country have expressed serious interest in these locomotives, so it seems hopeful that at least one will survive for posterity. With a little luck, it will be operating on PSRMA rails!



MEETING

Just a final reminder...the October quarterly PSRMA General Meeting will be held on FRIDAY, OCTOBER 22, beginning at 7:30. The place once again is the La Sala Room in Balboa Park's House of Hospitality, located on Laurel Street just east of the large statue of the horseman. There is plenty of free parking adjacent to the building.

This time there will be very little strict business at the meeting, with the elections being the only item on the agenda. This will be an opportunity for all members to get together and meet fellow PSRMA associates as well as Museum officers and officials.

A total of three different slide or movie presentations will be going on during the meeting, and Museum members can wander about the room and view whatever they want. Topics included in the three presentations will range from the last days of steam and diesel through Donner Pass to modern operations in Southern California's Cajon Pass and Tehachapi Loop. Also on hand will be a number of rare displays of materials from the private collections of PSRMA members.

This is a great opportunity to meet fellow PSRMA members, get any questions answered on a personal basis from Museum officials, and have a full evening of rail-oriented entertainment.

It should be mentioned...wives are most definitely encouraged to attend... this is a fine opportunity for the distaff side to join in. And refreshment tables will be out for all.

The Friday evening, October 22, 7:30 in the La Sala Room of the House of Hospitality in Balboa Park. Join in, have a good time...we look forward to greeting you all.

PSRMA ELECTION

Another important reason for attending the October General Meeting is this is your opportunity to express your opinion in the General Election held at the meeting. The voting is open to all Regular members in good standing.

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An absentee ballot is enclosed with this issue of REPORT if you are a Regular member. If you feel you may not be able to make it to the General Meeting, just mark your selections on the ballot and mail it to: PSRMA Secretary Mrs. Karen L. Hathaway, 4215 Dwight Street, San Diego, California, 92105. All ballots must be received by Friday, October 22nd, so do not delay.

After you have marked your ballot, fold it in thirds and write your name on the line on the reverse side of the ballot. The section with your name on it will be torn off when your envelope is opened at the General Meeting by the Election Committee, but before your ballot is unfolded. Please mark "BALLOT" on your envelope if you mail it to Karen.

THE NOMINEES ARE:

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VICE-PRESIDENT

George Mazzara

SECRETARY

John Hathaway

B. V. Parks

TREASURER

Bill Richards (Inc)

Dave Hobson

BOARD MEMBER (2 YEARS)

George Geyer (Inc)

Walter Barber, Jr.

Herb Ruiz

BOARD MEMBER (1 YEAR)

Dave Parkinson

B. V. Parks

Herb Ruiz

REVIEW COMMITTEE (2 YEARS, 2 MONTHS)

Vern Cook

REVIEW COMMITTEE (3 YEARS)

Dan Marnell

WORK PARTIES

Work is desperately needed on the two PSRMA locomotives currently stored at the Orange Empire Trolley Museum in Perris, California. These two locomotives will be coming to San Diego in the near future and must be prepared for the trip as well as receive some much needed tender loving care.

Superintendent Dick Pennick has put (continued on page 5, column 1)

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the call out for a full scale work party for Saturday, October 23rd. Work at OET will commence at about 11 o'clock that morning.

Dick wants anyone who can possibly join in on this critical session to give him a call at 463-2276 so he can determine how much can be done and arrange car pools.

This work party is very important as the two locomotives are in a rather neglected state. Once they arrive here in San Diego they will receive more attention of course, but the first step is getting them ready for the long trip.

+++++

Tom Matson is still busy undertaking restoration of PSRMA's ex-San Diego Electric Railway's line truck. He usually tries to get a small work session going the second Saturday of each month. These are small sessions at best and more help is needed. If you're interested in helping out on this also critical project, give Tom a call at 273-8951 and let him know when you can work.



VIEW FROM THE CUPOLA

The Pacific Southwest Railway Museum Association, Incorporated, that's our name. Not being present when PSRMA was founded, and not knowing what dreams and thoughts prompted our founders, I can only speculate on "What's In Our Name!"

Ten years ago it is possible that a narrow and parochial view was in mind for PSRMA, namely that this Museum was to be concerned only with the railroad heritage of the Southwestern portion of the United States. If that is what our founders intended, I suggest that such a limited sphere in today's world is self-limiting and will greatly restrict general interest in the Museum and definitely limit the scope of available railway artifacts for our growing collection.

The historic items still unclaimed by individuals and museums, suitable for display in a railway museum, are becoming scarce as hen's teeth.

When you examine the big picture, a
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more realistic view of PSRMA is that it is a railway museum association LOCATED in the Southwestern United States. If we take that interpretation, then any item relating to railroading worthy of exhibit is suitable for consideration, and acceptance, to our collection.

The world is our oyster! Railway museums with the broadest representative collections will and do receive the most attention from railfans and visitors. We must not forget San Diego is a prime year-round tourist center. The gentle and mild climate permits outdoor exhibits and operations 365 days a year. San Diego is established as a tourist and educational center second to none anywhere.

PSRMA, with foresight and professional planning, a dash of good luck, and adequate financing, can provide San Diego and the nation with a Museum presenting "A Pageant of World Railways and Urban Transit Systems." This will be a First! It hasn't been done anywhere as yet!

Equipment is still available nationwide to flesh out our U.S. exhibits of locomotives and cars. Worldwide there is a treasure chest of untapped wealth with enough to fill several museums! Just in the area of operating steam locomotives the following numbers of countries offer locomotives from over 55 different builders: North America (3), Central America (2), South America (10), Europe (20), Africa (9), Asia (9), and the Pacific (3).

We are in a better position than established museums. PSRMA has the unique opportunity of being able to plan all of its permanent facilities from the very start. When we break ground for that first building, hopefully we will have done our homework well. I honestly believe that the broad view as a railway museum is the best one for PSRMA to pursue.

It will be appreciated if the membership will let me know what your ideas or concepts are regarding PSRMA's Museum goals. My address is 2909 First Avenue, Apartment 3A, San Diego, CA, 92103. Let me know what you think about all this!

H. Chalmers Kerr, Jr.
President

ACROSS THE SEA

The fund-raising drive to move the 2-8-2 French Railways "Liberation Mikado" recently donated to PSRMA continues. To date over 2200 brochures have been mailed across the country, while articles on our acquisition and the money needed to move her to San Diego have appeared in Pacific News (June), Railway Age (June 14 & 28), Extra 2200 South (April), and Railroad Magazine ("In Search of Steam," September issue). The September and October issues of Pacific News have also carried half-page ads for the fund.

If anyone needs brochures, or has the names of persons who should be sent a brochure, please call or write Chop Kerr at 291-4787, 2909 First Avenue, Apartment 3A, San Diego, California, 92103.

Donations to date include:

R. G. Lewis (<u>Railway Age</u>)	\$80.00
Dick Pennick (Member PSRMA)	1.00
Charles T. Briar (Member)	10.00
Andy Anderson (Cromwell, Conn.)	10.00
Instrumental Products (Redwood City, California)	10.00
Walter M. Bush (Concord, Mass.)	1.00
Roger Greenwell (Member)	1.00
John H. Catterall (San Diego)	1.00
A. A. Gomez (Member)	1.00
Cdr. R. C. Clark (Member)	10.00
Samuel Bassin (Dumont, New Jersey)	3.00
Miss Anita Rhein (Member)	1.00
David Morgan (<u>Trains Magazine</u>)	10.00
J. J. King (Kalmbach Publishers)	10.00
Mrs. Calvert (San Diego)	1.00
Mrs. Dorothea Bentz (San Diego)	1.00
S. F. Johnson (Santa Barbara)	10.00
Federation Franco California (Los Angeles)	25.00
Ed Herfter (Member)	10.00
Herbert G. Kehr (Member)	3.00
R. E. Wood (Lawrence, Kansas)	5.00
John A. Schilbe (San Diego)	25.00
Richard M. Shea (Member)	15.00
Howard Fogg (Boulder, Colorado)	10.00
W. E. Waste (San Francisco)	50.00
H. J. Ferguson (Chula Vista)	10.00
G. C. Thurston (Del Mar)	5.00

PSRMA extends the sincerest hand of thanks to these individuals and organizations who have helped us out with this difficult project. Once the #1190 is under steam on American rails they will be able to say "I helped bring her back home...."

COLD

On July 16th, 1971, Mr. J. J. Quinn, president of Fruit Growers and Western Fruit Express Companies, informed PSRMA that we had been donated a "Class C" wooden sheathed refrigerator car. Numbered FGEX 56415, this latest PSRMA acquisition is currently on Santa Fe tracks in Barstow, California.

However, an order has been sent to Santa Fe to bring the car to San Diego. Arrangements have been made with the commander of MCRD to store the car at that facility. By the time you read this, the car may already be on MCRD trackage.

The car is in interchange condition, but otherwise was delivered "as is." A new record was established for speed in receiving a donation. Chop Kerr wrote to FGE on July 8th and received notice of the donation only eight days later. It's too bad all our acquisitions can't be as fast and easy!

FLEA AGAIN?

This year PSRMA is again joining with the community in participating in the U.C.S.D. Hospital's Auxiliary "Flea Market." The Flea Market has traditionally been a place for all facets of the community to come together in one day, set up, display, and sell wares, and go home in the evening richer and wiser. Only non-profit organizations can participate.

This year's Flea Market will be held on Sunday, November 7th, from 10 a.m. to 4 p.m. at Mission Valley Center. Each participating organization will donate twenty percent of its gross profits to the U.C.S.D. Patient Emergency Trust Fund and keep the rest. Last year PSRMA made about \$40...not bad for a day's fun.

PSRMA's booth this year will have the general theme of RAILROAD BOTIQUE, offering items for sale suitable for the den, family room, hobby room, boy's room, etc., within a railroad theme.

Any member who may have, or knows of, suitable items that can be sold by PSRMA should contact Chop Kerr at 291-4787. Also call Chop if you would like to help out in the booth on November 7th. It really is a lot of fun.

CALENDAR

OCTOBER 22- PSRMA General Meeting, House of Hospitality La Sala Room, Balboa Park, 7:30 p.m. General Elections to be held.

OCTOBER 23- Work Party, Orange Empire Trolley Museum, Perris, California. Prepare PSRMA steam locomotives for upcoming movement to San Diego. All should contact Dick Pennick for information (463-2276).

NOVEMBER 2- PSRMA Board of Directors' Meeting, Trust Room of downtown office of San Diego Trust & Savings, 6th and Broadway, 7:30 p.m. All members welcome.

NOVEMBER 7- U.C.S.D. Hospital Auxiliary's Flea Market, 10 a.m. to 4 p.m., Mission Valley Shopping Center. Items needed for sale and volunteers required to man PSRMA booth. Contact Chop Kerr (291-4787).

NOVEMBER 17- PSRMA-sponsored excursion to Puerto Penasco and back. Space is available, see page one for information.

HELP!

With the growing list of PSRMA equipment, and the sudden departure of Bob DiGiorgio, we are in desperate need of some more suitable storage locations. Needing a home right now are the line truck and railbus.

If you have, or know of, a site that would serve this purpose please give Dick Pennick a call at 463-2276.

Preferably a fenced-in field or yard is needed, while some form of shelter for equipment would be ideal. The Museum's collection is growing and a number of suitable storage sites must be found and utilized until a permanent Museum site is established.

BROCHURE

The new PSRMA brochures are now here. These double-folded 8½X11" brochures are a wealth of information on PSRMA, its
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history, its goals, and its needs. Also included is a membership application form for those interested in joining.

As members, you can help your Museum by passing these brochures out to relatives and friends who have expressed an interest in railroading in general or PSRMA in particular.

If you would like a batch of these brochures, just come to the October 22nd General Meeting; John Hathaway will have a number of them on hand. You can also write John (4215 Dwight Street, San Diego, California, 92105) if you can't make it to the meeting.

This is a golden opportunity for ALL members to help spread the word about PSRMA.

BOARD BRIEFS

A BRIEF REVIEW OF REPORTS MADE AND ACTIONS TAKEN AT THE SEPTEMBER 7, 1971, AND OCTOBER 5, 1971, BOARD OF DIRECTORS' MEETINGS OF PSRMA.

SEPTEMBER 7, 1971

1) Treasurer Bill Richards reported PSRMA has approximately \$2,000 in its treasury.

2) Excursion Chairman Eric Sanders reported the San Francisco Muni trip lost between \$60 and \$100.

3) In his report, President Kerr announced an Alaskan hydra-train barge company would donate transportation from Alaska to the continental states equipment acquired by PSRMA in that state with no charge. Kerr said this opens the door for a new source for our collection.

Chop also reported he has had no response from George "Gus" Peterson concerning his purchase of several locomotive tires from PSRMA.

4) Reporting for public relations, Chop Kerr said a reporter for the Miramar newspaper, the Navy Dispatch, had contacted him and was preparing a story on the Museum equipment at Miramar.

Chop also said an article scheduled to appear in the San Diego Day & Night magazine had been postponed for a month.

5) In Operations, Bob DiGiorgio reported the Shay was completely reassembled and ready for operation.

Dick Pennick reported the Navy Sea
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PSRMA STAFF

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bees hoped to finish dismantling PSRMA's wooden water tank, currently standing in El Cajon, by the first weekend in October.

6) The Board approved a motion to enter into negotiations with Jack Stodelle concerning a PSRMA lease of his ex-Santa Fe combination baggage - lounge heavyweight.

7) The Board approved a recommendation from Dave Parkinson that we investigate the possibility of working with the Cerebral Palsey Bahia Guild on a fund-raising party with a railroad theme.

8) The Board approved payment of \$50 for storage of two Museum locomotives on trackage of the California Southern Railway Museum in Perris, California.

9) The Board approved a motion to move the recently donated wooden reefer to San Diego from Barstow as soon as possible.

OCTOBER 5, 1971

1) Treasurer Bill Richards reported PSRMA has approximately \$1,500 in its treasury.

2) General Superintendent reported a work party has been established for October 23rd to prepare the two locomotives at Perris for movement to San Diego.

3) Excursion Chairman reported the Harbor Excursion made at least \$50.

4) John Hathaway presented the new brochures. Board moved to have 1,000 more printed in view of upcoming Puerto Penasco trip requirements.

PSRMA Report

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