

REPORT

ISSUE 85

SAN DIEGO, CALIFORNIA

JANUARY, 1972

MISCELLANEA

The last quarter of 1971 saw PSRMA's historical equipment roster increased by a number of unique, and locally oriented, pieces of equipment.

Among the latest acquisitions are PSRMA's oldest steam locomotive to date, and a total of eight streetcar bodies from the San Diego Electric Railway.

The steam locomotive, which has been stored in the yard of National City's Scrap Disposal Company since 1958, was donated to the Museum by Scrap Disposal owner Jerome Williams on December 16th.

An O-4-OT, the locomotive was built in the shops of the CRI&P Railroad in 1884. When built, the standard gauge locomotive had a four-wheel tender.

We will go into a more detailed history of the locomotive in a future "Roster Roundup" column. Currently the locomotive is in restorable condition, although it has been stored without attention for some 20 years.

First plans for the engine, which will remain at its present storage site for the time being, call for minor restoration, maintenance, and a thorough cleaning and painting job.

This locomotive, which has been in our back yard since PSRMA's inception, is indeed a rare specimen for the Association's growing collection.

For traction fans, the latter part of 1971 also saw PSRMA's acquisition of its first streetcar equipment.

Following abandonment of trolley service in the late 1940s, many of the San Diego Electric Railway's streetcars were stripped of trucks and motors and converted to small, compact houses. Over the years most of these have disappeared one by one.

(continued on top of next column)

However, through the diligent efforts of PSRMA's Dick Pennick, a "colony" of eight ex-streetcar buildings was found at Lake Morena in eastern San Diego County. Dick secured a donation of these bodies, with a couple of conditions: we must take all eight bodies; and, we must remove them from the owner's property, one way or another, by May 1st.

The tentative plan at present time is to save one for restoration, and if costs permit, another for Museum structural use (tool shed, bunk house, storage, etc.).

The cars are ex-San Diego Electric Railway Class Two center entrance "Pay as you enter" types. The cars have wooden frames with truss rods and are surprisingly complete except, of course, for the trucks and underbody hardware. The Museum already has almost enough seats to re-fit one car, and trucks, as well as other necessary hardware for operation, can still be obtained. They can run again!

The cars were built in 1914 by the McGuire - Cummings Company and the Saint Louis Car Company for service during the Panama - California Exposition in 1915. They were later modified to become "Class Three" cars. Most were retired and sold during the 1930s, many to become homes in the San Diego area.

All bodies but the two to be saved will either be given away or scrapped on the spot. All usable hardware and other items will be salvaged for restoration. The two to be saved will probably be moved by a housemover to a temporary storage site in San Diego County.

Much work must be done before May 1st to prepare the cars for movement. They have to be "unconverted" from dwelling units and jacked up for loading. The cars to be destroyed must be examined for valuable historical items to be saved. Call General Superintendent Dick Pennick if you are interested in this unique project.

GENERAL MEETING

EXCURSIONS

This is a second reminder for PSRMA's Annual Dinner and Installation of Officers January 30th. All members should have received a special brochure concerning the dinner about a week ago.

The dinner will be held on Sunday, January 30th, in the Chrystal Room of the U. S. Grant Hotel in downtown San Diego. The course for the evening is juicy roast beef with all the trimmings, with dinner beginning at 6 p.m. following a one hour Happy Hour starting at 5.

Besides the customary array of valuable door prizes and the congenial atmosphere of PSRMA members and their families the feature attraction of the evening will be a special showing of the 1956 feature - length color classic "The Great Locomotive Chase." From the studios of Walt Disney, this historic Civil War drama is a colorful and exciting film featuring a wealth of classic railroad sequences.

If you haven't made your reservations yet, do so now. Adult tickets are \$4.50, children (12 and under) are \$3.60 each. Send your check, with a self-addressed stamped envelope, to Annual Dinner, c/o George Geyer, 2928 Fir Street, San Diego, CA 92102. Please make checks payable to PSRMA, Inc.

This is a fine opportunity to meet your fellow PSRMA members, enjoy a classic movie the whole family can see, and dig into a hearty meal as well!

MEMBERSHIP

'Tis that time of year again...PSRMA memberships do run on a January to January schedule. A copy of the Association Application-Renewal Form is enclosed with this issue for your use. If you should misplace yours, or want one for a friend, just let Director of Records & Personnel John Hathaway know. His address is 4215 Dwight Street, San Diego, CA 92105.

Please take the time to answer the brief survey on the form. If you can't participate actively, at least let Museum officers know where your interests lie. These forms are our most direct line with the wishes of the general membership.

Make your checks or money orders to PSRMA...and don't forget your zip code.

Eric Sanders has resigned as Chairman of the Excursion Committee. Eric has been in charge of almost all of PSRMA's excursion activities for the last few years, and he's wanted to take a well-deserved breather for quite a while. He will, however, remain on the Committee and lend his considerable expertise to upcoming PSRMA excursion operations.

Named to succeed Eric is B. V. Parks. B. V. has worked closely with Eric on excursions in the past so there is no doubt PSRMA's excursions will continue down the successful road.

+++++

One excursion is in the early planning stages at the moment.

This one is designed primarily for railfanning members, and is a two-night Pullman trip from Mexicalli to Benjamin Hill, a major division point on the Mexican railways.

As tentatively scheduled, the special Pullman will leave on the regular Friday night train south from Mexicalli on April 28th-arrive in Benjamin Hill early Saturday morning-and leave for the return trip to Mexicalli that evening. Arrival in Mexicalli will be Sunday morning.

This will allow all day Saturday for excursionists to visit the vast railroad facilities at Benjamin Hill. Motive power collections, repair shops, and many other important rail functions are to be found here.

Eric Sanders is handling this one, and if you're at all interested in either helping out or actually going, give him a call at 469-1288.

+++++

Incidentally, Eric is handling the Benjamin Hill trip because B.V. Parks has been in the hospital lately. He's home and recuperating now, and we all wish him a speedy recovery.

+++++

In a report submitted for B. V. to the January Board of Directors Meeting, the Excursion Committee presented two more tentative excursions for 1972. It should be re-emphasized that these are in the early-early planning stages only.

The Committee hopes to schedule a repeat of PSRMA's successful San Francisco (continued on page 6, column 1)

A VIEW FROM THE CUPOLA



A RECAP - Looking back on the year I can either be proud and satisfied or blue with dismay! 1971 was a year of mixed blessings. PSRMA acquired several equipments, conducted many special activities, had decreased exposure to the general public, had little or no membership instructional training, and continued to search for a museum site. Being a list maker, I offer the following:

‡ In April, the S.N.C.F. donated Liberation Mikado 141R1199. Efforts to ship the locomotive from France to San Diego remain unsolved.

‡ The Fruit Growers Express Company of Washington, D. C., donated in July a 1930 vintage class "C" wooden reefer.

‡ Santa Fe heavyweight baggage lounge car #1303 was leased from a member.

‡ Also received were an 8,000 gallon water tank from Jack Cloud in El Cajon, plus a wooden RR crossing sign from the San Diego Unified Port District.

‡ Land for our permanent museum facilities remained the number one unfulfilled goal throughout 1971. During the latter half of the year, a determined investigation began in north San Diego County.

‡ The annual Puerto Penasco excursion was the most successful ever. The all day Muni excursion in San Francisco and the San Diego Harbor Days trip met with modest success. The Flea Market proceeds were down, but the good PR made the difference.

‡ Our equipment is now stored in ten locations! Additional storage in San Diego may be non-existent for rolling stock and a considerable expense is incurred for the present diversity of locations.

‡ 1971 was the first year in several that we were not able to have a membership steamup.

‡ Eighteen months have passed since the general public has had access to our equipments. This is a grave step backwards in our chartered educational function.

‡ No classroom lectures were provided for the education of members in the
(continued on top of next column)

maintenance and operation of rail equipment.

‡ Money was, as always, in short supply throughout the year; however the loan on the purchase and movement of car #576 was retired.

‡ General Meetings were held in the House of Hospitality in Balboa Park with the expectation of greater attendance by members; results, inconclusive!

‡ Very good publicity was received in the local and national media. KFMB-TV Channel 8 featured PSRMA on the "Action Report" in May. The newspapers carried excellent coverage of the Coronado SD&AE branch de-commissioning program. And the French locomotive project was publicized nationwide via Associated Press and several magazine stories. The various excursions had good local coverage, too.

‡ I am especially pleased with our swelled membership. We now have over 60 Regular and 90 Contributing members, the largest roster ever!

A NEW YEAR - New officers, and full membership involvement in 1972, will see PSRMA forge ahead. With that in mind, here is my list of PSRMA's New Year's resolutions:

1. Land for permanent Museum facilities will be obtained.
2. Membership commitment and involvement will increase.
3. All vacant administrative staff positions will be filled.
4. New sources of financial assistance will be obtained.
5. An active women's auxiliary will be formed to assist with special activities and fund raising.
6. All restoration, preservation, and maintenance projects will be completed.
7. A vigorous public relations and educational program will be undertaken.

+++++

Our work has been cut out for us. Let's support PSRMA to the limit of our abilities. 1972 must be the turning point. Your elected officers and staff cannot do the whole job by themselves. They need your help! They need you now! Anyone who wants to know what he can do individually can always give me a call.

H. Chalmers Kerr, Jr.
President

ROSTER ROUNDUP

In answer to questions from a number of members, this month's "Roster Roundup" is going to depart from its normal form.

Below is a listing of every piece of major Museum equipment and a short paragraph describing it, its past history, and how it was acquired by PSRMA.

In the future, "Roster Roundup" will continue more in-depth articles on each piece of Museum equipment separately. In the meantime, the current PSRMA Roster:

1. STEAM LOCOMOTIVE - Shay geared locomotive. Built by Lima in 1923, serial number 3221, weight 104-tons, three truck, oil burner. Originally Hutchison Lumber Co. #3, acquired as Feather River Railway #3. Donated by the Georgia-Pacific Corporation in 1967. Operating condition, stored at the Naval Air Station, Miramar, California.

2. STEAM LOCOMOTIVE - Switch engine 0-6-0T. Built by ALCo in 1923, serial number 64764, weight 58-tons, coal burner. The E. J. Lavino & Company donated the engine in 1966. Operating condition, stored at Orange Empire Trolley Museum in Perris, California.

3. STEAM LOCOMOTIVE - Switch engine 0-6-0T. Built by Davenport Locomotive Works in 1923, serial number ?, oil burner, weight 59-tons. Acquired as ex-Mojave Northern #3, donated in 1966 by the Southwestern Portland Cement Company, in need of repairs, also stored at the Orange Empire Trolley Museum.

4. STEAM LOCOMOTIVE - Road engine, 2-8-2T "Minarets" class. Built by ALCo in 1929, serial number ?, weight ?, oil burner. Ex-Coos Bay Lumber Company #11, donated by the Georgia-Pacific Corporation in 1968. Needs major repairs, stored at Naval Air Station Miramar.

5. STEAM LOCOMOTIVE - Road engine, 2-8-2, "Liberation Mikado," class 141R. Built by Baldwin Locomotive Company in 1947, serial number ?, weight 153 tons, oil burner. Road #141R1199, donated by the Societe Nationale Des Chemins de Fer Francais in 1971, operating condition, stored in France.

6. STEAM LOCOMOTIVE - Switch engine 0-4-0T. See article on page one.

(continued on top of next column)

7. COACH - Forty-four seat modernized heavyweight car, built in 1931. Ex-Union Pacific #576, purchased in 1969, interchange condition, stored at Naval Air Station Miramar.

8. BAGGAGE-LOUNGE - Heavyweight car, ex-Santa Fe #1303. Leased by PSRMA in 1971, stored at Marine Corps Recruit Depot (San Diego), needs refurbishing.

9. RAIL BUS - Built by Fairmont in 1931. Ex-Santa Maria Valley Railroad #9, currently being restored. Twelve passenger vehicle donated by Valley Pipe & Salvage in 1965, in storage on private property.

10. SNOW PLOW - A wooden wedge snow plow built by the Russell Corporation in the 1880s. Donated 1970 by the C&H Group, stored at Calumet, Michigan.

11. BOX CAR - Ex-Mather Stock Car Co., 40-foot wooden box car built 1941. Donated 1969 by North American Car Corporation. Stored at Miramar.

12. TANK CARS - GATX Nos. 65648 and 79923, built in 1923. Donated by General American Transportation Corporation 1969. Stored at Miramar.

13. RAIL-CAR - Home-made three foot gauge inspection car. Ex-Plaster City Railway "Blue Goose." Donated in 1970 by U. S. Gypsum Company, stored at Plaster City, California.

14. FLAT CARS - Wooden, truss rod, arch bar trucked flats (2) built in 1910. Donated in 1970 by U. S. Navy, stored at Port Hueneme, California.

15. REFRIGERATOR CAR - FGEX #56415, wooden class "C" reefer, built in 1930s. Donated by Fruit Growers Express Co. 1970 and stored at Marine Corps Recruit Depot.

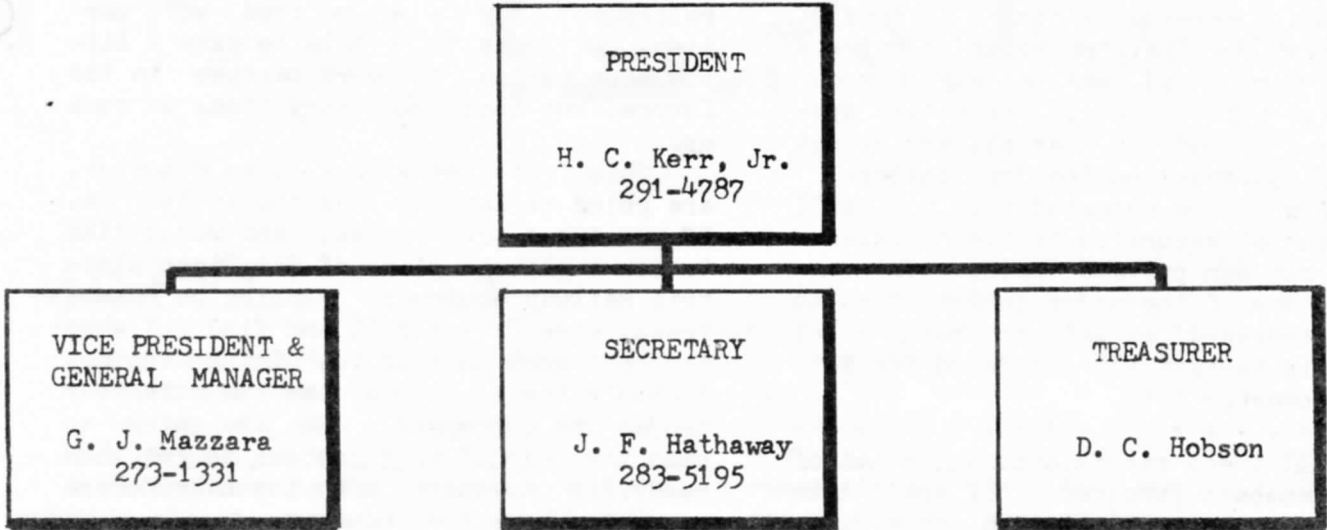
16. STRUCTURES - (a) 1895 Santa Fe yard office from San Diego, (b) crossing guard house, (c) 8,000 gallon wooden water tank. All stored dismantled at Santee, California.

17. LINE TRUCK - 1926 White Motor Company ex-San Diego Electric Railway Co. Donated in the 1960s and being restored. Stored at Santee.

18. OTHER ITEMS - A numerous collection of small railroad oriented artifacts too prolific to mention, most being stored by private members of PSRMA.

++++++
Once a Museum site is obtained, all of this equipment will be assembled together for the first time.

PSRMA STAFF



ADVISORY STAFF

- OPERATION DEPARTMENT (GENERAL SUPERINTENDENT): R. E. Pennick (463-2276)
- PUBLICATIONS DEPARTMENT (DIRECTOR): J. Windle (465-6476)
- PUBLIC RELATIONS DEPARTMENT (DIRECTOR): Vacant
- SPECIAL ACTIVITIES DEPARTMENT (DIRECTOR): Vacant
- RECORDS & PERSONNEL (DIRECTOR): J. F. Hathaway (283-5195)
- PURCHASING & STORES (DIRECTOR): T. E. Durkin (298-6205)
- FINANCE DEPARTMENT (COMPTROLLER): E. Sanders (469-1288)
- EXCURSION COMMITTEE (CHAIRMAN): B. V. Parks (463-5129)
- WAYS & MEANS COMMITTEE (CHAIRMAN): Vacant
- TRACTION COMMITTEE (CHAIRMAN): T. W. Matson (273-8951)

BOARD OF DIRECTORS

- CHAIRMAN.....R. E. Pennick (463-2276)
- PRESIDENT.....H. C. Kerr, Jr. (291-4787)
- VICE PRESIDENT...G. J. Mazzara (273-1331)
- SECRETARY.....J. F. Hathaway (283-5195)
- TREASURER.....D. C. Hobson
- BOARD MEMBER.....W. H. Barber, Jr. (2 yr) (466-3192)
- BOARD MEMBER.....B. V. Parks (1 yr) (463-5129)
- ADV STAFF REP.....To be selected

REVIEW COMMITTEE MEMBERS

- R. Morales (to Jan '74)
- D. Marnell (to Jan '75)
- W. V. Cook (to Jan '73)
- S. W. Kerr (to Jan '73)
- E. Sanders (to Jan '73)

COMMITTEE WILL ELECT CHRMN.

(continued from page 2)

Municipal Railway excursion over the Memorial Day weekend. This is a tour of the entire "Muni" system aboard a private streetcar reserved exclusively for our use. Last year, most of the entire system was covered in Car #1, the oldest piece of equipment on the Muni roster.

Also to be repeated this year will be the annual excursion to Puerto Penasco aboard our own private train. This excursion, one of the major contributors to PSRMA's treasury as well as being a lot of fun, is tentatively scheduled for Saturday, November 11th.

+++++

All these excursions take a lot of work by members involved. If you'd like to help out on any of them, give B. V. Parks a call at 463-5129.

WORK PARTIES

As you can well imagine, the addition of the new equipment to the Museum's roster reported on page one is going to mean a lot of extra new work.

The new steam locomotive is in dire need of some long missing tender loving care to get her presentable as a part of the PSRMA collection and prevent any further deterioration. And we do have a definite deadline of May 1st to remove or scrap the eight streetcar bodies donated to us out by Lake Morena.

With this sudden influx of new jobs to be done, not to mention the upkeep that has to be followed on older Museum

(continued on top of next column)

equipment, General Superintendent Dick Pennick has been forced to call the "old reliables" for short-noticed work parties. He hopes to be able to give a little more notice of work parties in the future, but these emergency items do come up.

This is a time when you, as a member, are going to have to take the initiative. If you are a trolley fan, and would like to see a classic piece of San Diego Electric Railway equipment running on Museum track, give Dick a call and find out when the next work session is. Things are definitely tight insofar as the streetcar project is concerned. We are going to need the help of many members to get them ready for movement off the Lake Morena property where they now are.

And at the same time, we cannot neglect our other equipment. Standard upkeep projects must be followed on the locomotives and cars at Miramar, and the restoration projects on the line truck and rail bus must also continue.

THERE IS WORK TO DO. If you really want to help keep the ball rolling on preparing one of the best OPERATING museum exhibits in the country, give Dick a call at 463-2276. It IS up to you!

+++++

A followup on last issue's report of the movement of the railbus from Bob DiGiorgio's to Dick Pennick's for new storage: Special credit should go to member Wally Barber and Butler Lowbed Rental for provision of the truck used to make the job a hundred times easier. Many thanks to Wally and Butler Lowbed!

PSRMA Report
P.O. Box 12096
San Diego
California 92112

NON-PROFIT ORG
U.S. POSTAGE

PAID

San Diego, Cal
Permit No. 374

Return Postage Guaranteed

Address Correction Requested