



# REPORT

ISSUE 89

SAN DIEGO, CALIFORNIA

JULY, 1972

NEXT GENERAL MEETING FRIDAY, JULY 28TH...  
NOMINATIONS TO BE RECEIVED FOR 1973

The July 28th General Meeting is one of the most important for all PSRMA members. It is at this third meeting of the year the nominations for the 1973 slate of PSRMA officers are received and closed from the floor.

Positions open for nomination include President, Vice-president - General Manager, Secretary, Treasurer, and Board Member-at-large; all positions are on the Board of Directors, the decision making body of PSRMA. Also open for nomination are positions on the most-important Review Committee. Nominees must be Regular members in good standing.

If you cannot attend the July 28th meeting, nominations may also be sent to Secretary John Hathaway (4215 Dwight St., San Diego, 92105), but he must receive them by Friday. At this late date, it might be a good idea to phone John at 283-5195 with your nominations to insure they are received in time.

One caution, please check with the person you are nominating to make sure he is willing to serve the position before submitting his name. Also, members are encouraged to nominate themselves for any position they would like to fulfill during 1973. In a volunteer organization such as ours, with a limited membership, there is certainly nothing wrong with this.

If at all possible, try to make it to the General Meeting, Friday, July 28th is the date, and the time is 7:30 in the evening. The locale will be the La Sala Room of the House of Hospitality in Balboa Park. The House of Hospitality is just east of the giant horseman statue on Laurel Street in the middle of the park. There is plenty of free parking, and the meeting can be easily reached from anywhere in the county. See you there!

GENERAL MEETING TO FEATURE ENTIRE EVENING  
OF ENTERTAINMENT AND INFORMATION

Through the efforts of George Geyer, "Chop" Kerr, and Dick Pennick the July 28th General Meeting promises to be an evening full of important Association business, a time to renew old acquaintances and make new ones, an opportunity to catch up on latest Museum developments, and a complete program of rail-oriented entertainment.

The program is being presented by Norman K. Johnson of San Bernardino and consists of a portion of his extensive collection of traction and steam movies, intermingled with knowledgeable commentary. Included will be Pacific Electric and Los Angeles Transit Lines footage, interspersed with steam action from the Southern California area, as well as unique presentations of Washington, D.C., and Jamestown, Pennsylvania, traction operations. All these are, of course, long gone now and exist only in the collections of those such as Norman Johnson.

Don't forget, that's July 28th, 7:30 in the evening, La Sala Room, House of Hospitality in Balboa Park. PSRMA does need your support.

## IN DEFENSE OF AMTRAK - PART II

This is the conclusion of a pair of articles concerning the formative relationships between Amtrak, the railroads, and the operators of private cars and special trains. The articles originally appeared in WHEEL CLICKS, the fine house organ of the Pacific Railroad Society:

"Amtrak has admitted that both areas, that of group moves on regular trains, and the area of special trains, are highly profitable. Nonetheless, it was also realized that unless the regular trains  
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showed an increase in patronage before 1973 when the routes are reevaluated, there would be considerable pressure to discontinue many of these trains. It is immediately apparent that all efforts should be devoted to the solicitation of group moves on these regular trains, and thus post an increase in patronage. It need hardly be mentioned that, if the regular trains are discontinued in 1973, there will be no way in which special trains can be operated either, as the facilities needed will be removed.

"So, faced with a choice between developing special trains and developing group moves on the regular trains, Amtrak opted for the latter, for the reason, that without the latter, the former would be impossible.

"This is not to say that Amtrak will not operate special trains in the future. Hopefully by late this year, they will be in a position to again solicit this business, sufficient manpower being available by that time to handle both group moves and special train operations."

#### BABY SITTER FOR PSRMA PHONE NEEDED

The Museum phone is without a home! Formerly within the safe confines of the Code-a-Phone offices, the PSRMA phone number listed in the directory was always answered automatically. Lately this has been only one or two calls a week, but it served an important purpose in allowing strangers to get in contact with PSRMA if they were interested in our group.

PSRMA now needs one of its members to give a home to the Museum phone. The only effort involved is answering it occasionally and giving out any desired information or directing the caller to a Museum officer or staffer. The rate of business may pick up a little in November when the Puerto Penasco trip is tentatively scheduled.

This is a small, but extremely important, task that one of you can perform in helping the Museum. We must keep this public tie to the outside world in order to communicate with potential new members or customers. If you are interested in giving a home to our phone, give "Chop" Kerr a call on his...the number is 291-4787.

#### FROM THE CAB

Dick Pennick, General Superintendent

Most of you know by now, I'm sure, that our popular and educational steamups of the Shay at Miramar Naval Air Station were brought to a screeching halt a couple of years ago because of the severe (\$1 million) liability restrictions imposed on us by the Pentagon. I often thought those two glorious steamups we managed before the ban were really too good to be true. In fact, the Navy says we are not even allowed to have a stationary steamup for training or maintenance purposed without the required liability coverage. The additional coverage would have jacked up our annual liability insurance premium over 100%, plus we were told that each year's worth of insurance would buy us only one steamup, with the minimum crew required to operate the engine, for the purpose of lubricating the bearings only! No more all-day extravaganzas over the two miles of base track-age.

Well, we weighed the expense against the benefits, and it wasn't difficult to make a decision, albeit reluctantly. We felt our members would rather see that money going into something much more worthwhile in the long run: land for our own track so that we won't have to answer to someone else every time we turn a wheel.

I hope this helps to explain to old and new members alike the reasons why we suddenly bowed out of the steam train business temporarily. Believe me, it was not by choice! So, for the time being, we humbly ask each of you to join us in contributing in every way to the day, hopefully soon, when trainloads of Museum visitors will be escorted around our own track on a regular basis.

Beginning next month, look for the first in a series of articles on the operation, mechanics, or history of some of the Museum's wonderful collection of rolling stock and assorted items. As always I invite comments, questions, and suggestions. My address is 9584 Upland Street, Spring Valley, California, 92077). Also, if you are interested in helping to maintain any piece, or pieces, of the collection, let me know. We do need help desperately in this area.

THE VIEW FROM THE CUPOLA  
H. Chalmers Kerr, Jr., President

Vacation Time Again - Many of us will be traveling to the four corners of the United States this summer, and train watching and riding will most certainly be a part of our fun. An indispensable handy item for your old kit-bag is the "1972 Steam Passenger Service Directory." This illustrated directory lists steam powered trains, trolley and museum operations with regularly scheduled or intermittent passenger service. The Empire State Railway Museum, Inc., (P.O. Box 666, Middletown, New York, 10940) publishes this handy guide as a service to railfans and as their primary fund raising activity. The seventh annual edition lists 110 attractions in 40 states, the District of Columbia, Puerto Rico, and four Canadian Provinces. The cost is only \$1.50 post-paid from the museum or at San Diego stores such as The Whistle Stop in Hillcrest. Hopefully, PSRMA will be listed in the 1973 edition of the directory.

Another Donation - All PSRMA members and friends are interested in railroad preservation and history, but because of very personal reasons are not able to jump in with both feet and work actively on PSRMA projects or serve as staff members. But from time to time these individuals are able to help out financially. Such extra contributions are sincerely appreciated. Thanks to Mr. and Mrs. H. M. Calkins of Coronado for their recent \$5.00 donation.

1973 Officers and Directors - Well it's the time of year for us to be thinking about nominations for PSRMA officers and Directors. Article IV of the Association By-Laws states that "nominations shall be made during the Third Regular Business Meeting of the year." The July 28th General Meeting will be the nominating meeting for 1972. Nominations can be sent in by mail to the Secretary, provided they arrive in time to be read at the meeting. Of course nominations can be made during the meeting. (Note: Board members please be reminded that FIVE officers must be present in order to conduct business at a General Meeting.)

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It is very important that responsible, dedicated, and concerned PSRMA members be elected to serve as officers and directors. I would hope that none of our members would nominate another for an executive position without first determining that his nominee will actively work for the Association objectives if elected. This point is very crucial; disinterested staff members will be a detriment to PSRMA during our "crisis" period.

The By-Laws state that an officer or director must be a Regular member in good standing. Furthermore, an officer or director may not hold a particular position more than two years consecutively, unless the incumbent is willing to serve an additional term and is also unopposed. The officers' terms are for one year and the Directors-at-Large are for two years, with over-lapped terms. President Kerr is completing his second term, V.P. Mazzara, Secretary Hathaway, Treasurer Hobson and Director Parks are completing their first terms.

Also up for election are two positions on the Review Committee. The incumbents are completing their first 2-year terms (E. Sanders and S. W. Kerr).

The future of PSRMA lies in the hands of your elected staff; please consider very carefully when making nominations.

Public Relations and ? - Your president has been buzzing around this past month, hopefully making some favorable impressions on the good citizens of San Diego County. Presentations and discussions were held with the S.D. County Board of Supervisors, the Special Projects Agency of S.D. County, the Director of the City Center Planning Staff of San Diego City, and the general public via TV Channel 39. In a nut shell, these contacts have broadened our visibility and we now have the active support of San Diego County officials in solving our land problems. With all these good people working with us toward our goals, we can't help but be successful.

Land - Members of the Ad-Hoc Committee  
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for Museum development surveyed several parcels of land in the Campo and Tierra del Sol areas this past month. Other properties must still be examined and as soon as full data is available (within the next couple of months) a meeting will be called to present the various site alternatives to the membership for review and questioning.

Miramar NAS - PSRMA is entering its third years of tennacy at NAS Miramar. To date we have not had to pay any out-of-pocket costs. The license terms are not for free but there has been delay in implementation of license provisions. The time has now arrived for us to perform! In lieu of fee payment the Association is to clean up, beautify, and maintain the area adjacent to occupied track. The provisions call for reimbursement to the U.S. Navy  
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for construction of a water line to the leased lot and the planting and maintaining of 85 flowering plants during the period of our tennacy. It is estimated that total costs will be \$1,300.00, which will average out to less than \$435.00 per years during our three years of tennacy. Contributions from the membership will be appreciated to help underwrite a part of this financial obligation. The total costs have come due during this year which places an unusual strain on the treasury.

July 28th Meeting - Don't forget to come to this very important session. George Geyer has arranged for an interesting program of motion pictures of trolley, interurban, and steam train operations around the states. See you all at 7:30 on Friday evening, July 28th, in the La Sala Room of the House of Hospitality in Balboa Park.

DON'T FORGET!...GENERAL MEETING!...NOMINATIONS DUE!...FRIDAY, JULY 28TH...HOUSE OF HOSPITALITY, LA SALA ROOM...BALBOA PARK.....BE THERE!

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