PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION Inc.

25¢ DONATION

REPORT

ISSUE 99 SAN DIEGO, CALIFORNIA DECEMBER, 1973

AMERICAN REVOLUTION BICENTENNIAL CELEBRATION (ARBC)

As reported in the October 1973 issue of REPORT, PSRMA has proposed that an HISTORIC RAILROAD EXHIBIT be included as a part of the San Diego ARBC festivities. The exhibit will include the Liberation Mikado steam locomotive, ex-Santa Fe observation car No. 1509 and photo displays of modern and historic San Diego area railroad, streetcar and railroad-seaport interface activities.

On August 28th, PSRMA President Kerr made a 45 minute presentation about the project to the Board of Commissioners of the San Diego Unified Port District. The Commissioners endorsed the project and donated exhibit space on the San Diego Embarcadero. The site is located on the east side of Harbor Drive at the foot of the "B" Street Pier and adjacent to the Royal Inn. The Commissioners said that the exhibit could remain on the Embarcadero from January 1974 through December 1976. The value of the rental donated for a full three year occupancy is $5,328.00. A big THANKS to the San Diego Unified Port District for their most generous contribution.

The Bicentennial Committee of the City of San Diego will consider our project on December 6th and their endorsement is expected. The Committee has already endorsed the City's plan to include the Santa Fe Depot as a Bicentennial project. The Depot proposal features a transportation museum, a theater, an old-time shopping center and mall and of course an AMTRAK Station. PSRMA's and San Diego's projects go hand-in-hand and will be located only two blocks apart.

Adequate funding is paramount to insure the success of both projects. The City must raise $5 million, PSRMA must raise about $26,000.00 in cash or services. We need funds or services to refurbish and relocate the locomotive and car, to prepare the photo displays and to construct an attractive security fence around the exhibited equipment. PSRMA will contribute $1,500.00 over a three year period, the remaining funds or services to be sought from city/county/state agencies and the general public and friends.

PSRMA extends the sincerest hand of thanks to 64 contributors to the Liberation Mikado project. Between June 2, 1971 and November 20, 1973 the following donations were received: Ads - $80.00; Cash - $521.00; Shipping - $11,000.00. The following individuals have donated during the past few months.

Eugene R. Volz (Sacramento)	$10.00	E.H. Cole (Ramona)	$20.00
Helen D. Edelen (Member)	10.00	R.B. Bilkett (San Diego)	10.00
Anita Rhein (Member)	1.00	Doug Hodgkiss (Mount Lake Terrace, Wash.)	10.00
A. E. Novak (Maywood, CA.)	10.00	W.A. Labant (Chicago)	5.00
John Cranston (Member)	25.00		

The 1976 Bicentennial Celebration offers a golden opportunity for PSRMA to obtain much needed public exposure as well as fulfilling some of our responsibilities as an educational corporation. To date the ARBC project has met with modest success. However, to fully succeed, it will require major contributions. Anyone interested in helping on this activity, please contact Chop Kerr(Phone 291-4787).

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

OCTOBER 26th GENERAL MEETING - Attendance at the meeting reached a new high for a non-dinner meeting. Twenty eight persons enjoyed Professor Imre Quastler's outstanding program of films about German and Polish railways showing us a veritable museum of odd and unusual equipment that is still operating on standard and narrow gauge railways in middle Europe.

Balloting for the election of PSRMA's 1974 officers was very heavy this year. Forty nine percent of the eligible members cast a ballot. Officers for 1974 are: President-H.C.Kerr, Jr.; Vice-President-Herbert G. Kehr; Secretary-Robert R. DiGiorgio; Treasurer-David C. Hobson; Board-Member-at-Large(2 yr.)-John B. Stodelle. Continuing to serve will be Board-Member-at-Large(1 yr. to go)-George Geyer and the Chairman of the Board- Richard E. Pennick. A personal thanks for a job well done to retiring officers John Hathaway (past secretary) and Wally Barber (Board-member).

NEW (OLD) EQUIPMENT - By the time you read this item, ex-U.S. Army Troop Kitchen car, Midland DODX-G-10, will have joined our stored equipment at the Naval Air Station, Miramar. This World War II car, hopefully, will be fully restored to its original appearance and function. A companion car, a Pullman Troop Sleeper, has been located on the Alaska Railroad. An effort will be made to get donation of a sleeper so that PSRMA will have a matched set of this unique wartime railroad equipment.

R.R.'ING BELOW THE BORDER - Puerto Peñasco 1973 has come and gone. Another success story to be envied by professional tour directors.Profitable, Yes - but not quite as good as 1972. Problems, Yes - always a few glitches that aren't anticipated, but all were overcome. B. V. Parks, Eric Sanders and their staff of hard workers deserve the full THANKS and GRATITUDE of the PSRMA membership. Without their dedication and sacrifice, PSRMA's primary source of income wouldn't be possible. More details on the 1973 excursion appear elsewhere in this issue of REPORT.

COMBO 1973 - The Combined Arts and Education Council of San Diego County annually hold auctions to raise funds in support of community theaters, orchestras, dance companies and art museums. PSRMA has contributed six adult tickets (value $100.00) on the 1974 Puerto Peñasco Excursion. The tickets will be auctioned in December 1973. Small cost for what may be very good publicity.

LAND - No final or interim solution for land is in sight. A real dilemma exists - we need mucho money to acquire land, but we can't establish a solid income base without land... So, what do we do? Dialogue has been re-established with the City of San Diego and San Diego County to seek their resources to help us solve our land acquisition problem. A first step along these lines will occur on Monday November 26th, when San Diego County's Cultural Heritage Commission will consider PSRMA's plight and how we fit in with other ongoing San Diego County historic activities. The Commission, through their policy advisory role, may be able to assist PSRMA in the realization of its worthwhile goals.

ANNUAL DINNER - Mark your calendars for Sunday evening January 27, 1974 and start planning to attend our annual installation dinner. The 1974 gala event will be held in Milt Pollard's DEPOT RESTAURANT in the old Santa Fe depot in National City. Expect the best in gourmet food, period R.R. decor, socializing with old friends and a chance to see PSRMA's refurbished locomotive, the 0-4-0T built by the Rock Island Railroad in 1884. The program for the evening will be announced at a later date. See you all there...

IT'S THAT TIME OF YEAR AGAIN - The Great Pumkin has come and gone, Turkey Day has left us all stuffed... so all I can now say is - MERRY CHRISTMAS and a HAPPY - HEALTHFUL AND PROSPEROUS NEW YEAR to each and everyone of PSRMA's family.

1973 PUERTO PENASCO EXCURSION

Our annual excursion to Puerto Peñasco, Sonora, Mexico was successfully run on November 10 with 493 passengers participating in this activity of PSRMA. The successful completion of these excursions could not be accomplished without the enthusiastic efforts, assistance and work of many members and their families. I would like to take this opportunity to express my sincere thanks and appreciation to the following individuals who helped make this excursion such a success:

Participated as Train Attendants:

Wally Barber	Linda DiGiorgio
Carol Lande	Herb Kehr
Herb Ruiz	George Geyer
Dick Pennick	Ron Milot
Peggy Secor	Everett Leonard
Bob DiGiorgio	

Participated as Bus Attendants:

Herb Ruiz	Bob DiGiorgio
Dick Pennick	Linda DiGiorgio
George Geyer	Herb Kehr

To Ellen and Eric Sanders for the many hours of work and countless telephone calls related to all of the details required to handle ticket reservations and sales.

For manning the Museum telephone and handling many, many telephone calls and mailing brochures in response to the calls: Linda and Bob DiGiorgio.

For the many hours of work put in by Barbara Parks, Carol Lande and George Geyer, without whose help the mailing of the initial brochures could not have been accomplished on time.

To Chop Kerr, Dick Pennick and Herb Kehr for their assistance in typing address labels for the brochures.

To Vern Cook, Eric Sanders, Barbara Parks and Cathie Parks for their many hours of help in coordinating and accomplishing many of the details both before and during the excursion.

Sonora-Baja Calif. RR Officials: Sr. J.M. Salgado, Sup't of Traffic; Sr. Alberto Bazua, Office of the Sup't of Traffic and Sr. Aurelio Miranda Rios, Sup't of Transportation for their assistance and efforts in arranging the special train for this trip; and to Xavier and Adrian Ocampo who provided the dining car service.

Mexican Government Tourism Department: Sr. Jose Alfaro Sales, Director of the San Diego office and his assistant, Sr. Ramon Roa.

Mrs. Luisa Fleischer who coordinated all of the arrangements for services and assistance required in Puerto Peñasco.

As can be seen from the above, the help and efforts of many people are required to successfully accomplish these excursions. For PSRMA and myself many, many thanks to all of you who helped make this excursion a success.

BVP

B.V. PARKS,
Chairman, Excursion Committee
PSRMA

REPORT - ISSUES 57-98

It's time to say thank you to an editorial committee which has produced Report for the past few years. Following the untimely death of Charles Kent, Report editor for Issues 22 through 56, a committee took over the task. Committee member Tom Matson was the editor for Issues 57 through 66 (?), Jerry Windle for Issues 67 (?) through 85, and, most recently, John Hathaway for Issues 86-98. Thanks to these fellows for a job well done.

Jerry Windle stays with Report for a while, continuing to be responsible for distribution. Now it's time for interested members to call President Chop Kerr at 291-4787 and say, "I'm interested in helping." Continued and regular publication of Report is most necessary to PSRMA. If you are interested in helping in any capacity, please tell Chop. Your acting editor is happy to reassure you the task isn't too difficult. Offset printing technique is fairly easy to work with.

AROUND THE TURNTABLE by Dick Pennick

The two ex-Union Pacific passenger cars I reported in the last issue to be on a siding in Lemon Grove have been sold for scrap and are now gone.....The private car, CYRUS K. HOLLIDAY is expected back from shopping at Rail Systems, Inc., Mira Loma, California, in a couple of weeks, sporting a new Amtrak paint scheme.....Member Jack Stodelle's private car, MEXICALI ROSE, is in the Sonora-Baja California Railroad shops at Benjamin Hill for some work. There's a new private car at the Santa Fe depot, the AMBROSE P. SIMS, SR. It is owned by Tom Gilbault of Chicago. The car has a bar, dining room, two staterooms, two sections with upper and lowers, servants' quarters, refrigerator and freezer, and a short observation section. The car spent its early years on the Wabash, later becoming a Norfolk & Western business car. Mr. Gilbault is a Chicago real estate developer and has an interest in a San Diego plastics firm.

Talk about luck! The father of one of our members was walking along the tracks of the SD&AE's El Cajon branch recently and chanced to pick up a metallic object lying on the ground. Closer inspection revealed it to be a brass switch key from the long-gone San Diego, Pacific Beach & La Jolla R.R. This line was junked in 1919 and the rails were sent to Japan. Portions of the right-of-way were later used by the San Diego Electric Railway. Maybe someday I will discover the story of how that key came to be dropped by an unknowing trainman many years ago.....Latest RAILROAD MAGAZINE has a couple of photos of Amtrak's new SDP-40's, now used on the SAN DIEGAN between San Diego and Los Angeles. Photos were taken by Jim Belden, a San Diego railfan (have you heard of PSRMA, Jim?) Also in RAILROAD was an item about a steam locomotive to be used by Steam Heritage Corp. of Bedford, Pa. for their 1974 excursions. The paragraph had a nostalgic ring to me, because I had helped the shop crew replace a leaky flue in that engine one snowy December day in 1963 when it was Buffalo Creek & Gauley R.R.'s No. 13. By Christmas, this West Virginia steam-powered coal hauler had passed into oblivion.

Al Copeland, here's one for you! During the recent demolition of an old brick building on Sixth Avenue in San Diego, a 100' long 24" gauge railroad was discovered in the basement, complete with a four-wheeled flatcar! The car had obviously not turned a wheel for many years. It was used apparently to haul freight from sidewalk elevator to storage room. .....If you passed up the photo book, "Westward to Promontory," a superb collection of A. J. Russell's glass plate negatives of the building of the U.P. portion of the Transcontinental railroad, at its original price of $10.75, pick one up at White Front. They're clearing them out at $3.98, a real bargain while they last.....Please send items of local railroad interest to me at 9584 Upland Street, Spring Valley CA 92077.

MORE! Be sure to see the photo article in December RAILROAD MAGAZINE on restoration of Berkshire (a 2-8-4 wheel arrangement) No. 1225 on the Michigan State University campus. Some nice detail views that all prospective Museum enginemen should have in their files. Members out in the El Cajon area may purchase copies of RAILROAD at Mike's Model Shop,

229 E. Main St., as well as TRAINS, RAIL CLASSICS, and all the model train mag's. Mike says if he doesn't sell more of RAILROAD, he will quit carrying it, so help keep it on the stands if you can. Of course, the same magazines are available at Bill Kingston's Whistle Stop, Frank the Trainman, Gladys Skeen Trains and other locations.

FROM THE CAB by Dick Pennick, Sup't.

I promised several months ago to begin a series of articles on the basics of the steam locomotive. Herewith the first installment, in which we tackle the problem of recognizing and identifying the different basic locomotive types. Fundamentally, almost all steam locomotive types are described by reference to the number of wheels under the boiler. Called the Whyte system (after a New York Central R.R. official), this classification groups by number the three different kinds of wheels found beneath the locomotive boiler, namely the pilot wheels, drivers and pony wheels. The "pilot wheels" (also referred to as the "pilot truck" or "leading truck") are smaller in diameter than the drivers and are found at the front ("Pilot") end of the locomotive, ahead of the drivers. These wheels, zero to six in number, depending on the particular engine, are used to help guide the engine more smoothly into curves and through switches.

"Drivers" are next in line and are those wheels used to carry the weight of the locomotive and to convert the steam energy from the boiler into movement along the track. Drivers are always the largest of the wheels under a locomotive, and can number as few as four or as many as twenty-four. The latter was very rare, however, although 16-drivered engines were in regular use well into the 1950s. The remaining wheels found under the boiler are the "pony" wheels (generally referred to as the "pony truck" or "trailing truck"). This truck, if used, had from two to six wheels, and its use permitted not only larger and larger fireboxes but also a generally smoother ride for the enginemen. Next issue will conclude the discussion of the Whyte system.

LET'S GO TO THE DEPOT FOR THE INSTALLATION DINNER!

Advance notice! PSRMA's 1974 Installation Dinner is set for Sunday, January 27, 1974 at "The Depot Restaurant," opened recently in the one-time California Southern depot and railroad headquarters in National City. While members dine inside, PSRMA-owned ex-Rock Island 82, an 0-4-0T built in 1884, ex-Santa Fe #1303 baggage-lounge and other equipment wait outside looking as though they are awaiting a highball.

Milt Pollard, proprietor, offers roast prime rib of beef, au jus (carved in room) at $8.34 or roast New York Strip Flambe (carved in room) at $8.70. Price includes the meal, tax and tip, but not other expenses. It will cost a little but it will be a great evening and we'll have the place to ourselves. The official announcement of the event will be mailed soon.

MUSEUM ASSOCIATION NEWS

Dick Pennick reports the Solana Beach project on December 9 attracted Jim Lundquist, Bill Newland, Buck Hathaway and Jeff Pennick. Wally Barber provided needed equipment. Group removed parts from an ex-Union Pacific coach (same type as PSRMA's 576) now used as a store.....Herb Kelsey announces a garage or White Elephant sale. Donations are needed. .....Herb Ruiz reports we're off to a good start with our 1974 membership. At press time renewals were coming in. Several, mostly new members, paid their dues on the Puerto

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Peñasco excursion. They are:

Regular: William W. Cook, P.O. Box 166, Seeley CA 92273
Rube Nelson, 601 N. Broadway, Escondido CA 92025
Gailard Sides, 10707 Jamacha Blvd., #120, Spring Valley CA 92077

Contrib.: Martha B. Gravin, 2222 Albatross, St., San Diego CA 92101
Carl Luhman, 4909 Orchard Ave., #103, San Diego CA 92107
Ed Stauss, 24125 Albers St., Woodland Hills CA 91364
Sylvia Sturdevant, 4036 Centre St., San Diego CA 92103
H. Albert Vartanian, 2152 Garston St., Spt. C, San Diego CA 92111

Other new members or renewals are:

Regular: Kent E. Anderson, 8376 Lake Baca Dr., San Diego CA 92119

Contrib.: Edwin Harold, 11336 Vista la Cuesta, San Diego CA 92131
M. E. Vaughan, 12044 Royal Rd., #24, El Cajon CA 92021

See you at the Installation Dinner, railfans!
Herb Ruiz

CHANGE OF DATE FOR NEXT BOARD OF DIRECTORS MEETING. PSRMA's Board of Directors will meet on a Thursday. That's Thursday, January 3, 1974, in the S.D. Trust & Savings Bank Building. Time is 7:30 p.m. Any member may attend. Use the office entrance to the building. That's 540 Broadway in San Diego.

SPECIAL MAILING: NOTE TO PATRONS OF THE NOV.10 PUERTO PENASCO EXCURSION
Patrons of the November 10 Puerto Peñasco excursion are being mailed this issue of Report along with a sheet which was especially prepared for the excursion. The latter item was not given you because - well, it disappeared somehow! Perhaps the package was picked up as trash. It was left on the platform for a few moments. And then it was gone!

Your patronage was appreciated and we hope you'll join us on future excursions. If you wish to join PSRMA as a contributing or regular member, please know you are most welcome. A membership application is included in the mailing. We hope to see you again.

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