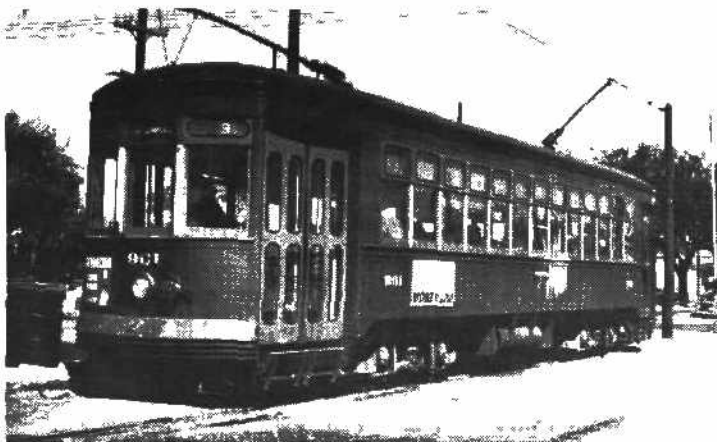




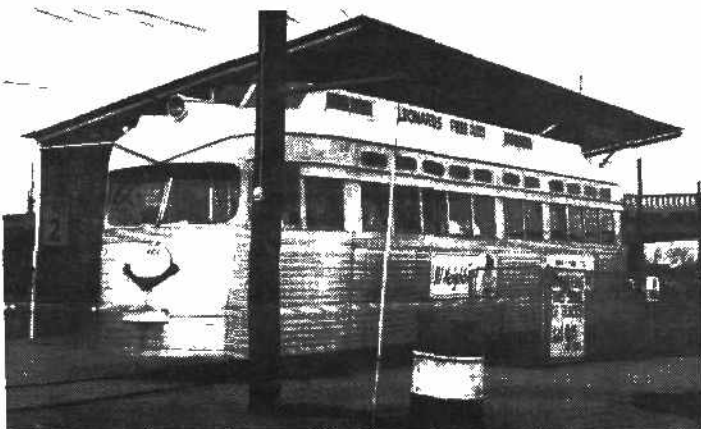
New Orleans Public Service Car 961 at West End of St. Charles Street Car Line. February 9, 1968.

Continued from page 1 ...

tional type - the oldest cars in operating service now in the US or Canada. If you want to go to New Orleans by train take the "San Diego" and the SP "Sunset".



New Orleans Public Service Car 945 at St. Francis Circle and St. Charles Avenue. February 9, 1968

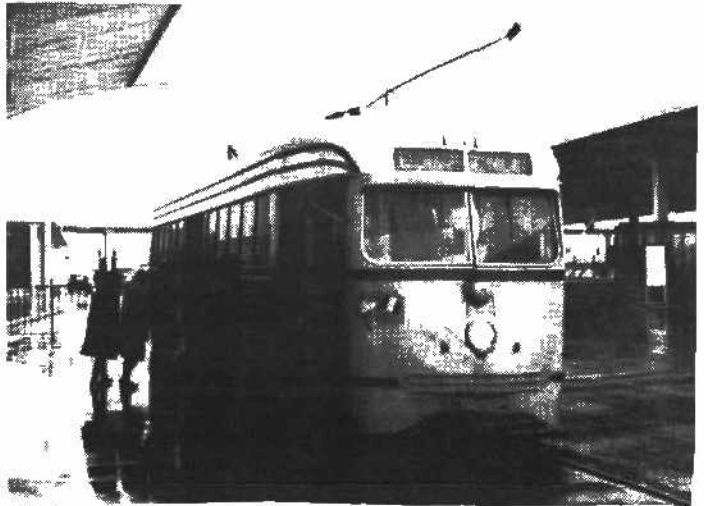


Fort Worth's Leonard's Free Subway car at station 2 in the Leonard's parking lot. February 11, 1968.



Fort Worth's Leonard's Free Subway Car nearing subway portal for trip to the department store. February 11, 1968.

Fort Worth's free subway surface streetcar line is the next and smallest system covered here. This line is run as a shopper's service from a special parking lot 3/4 of a mile from downtown to the basement of Leonard's Department store. People can park and ride to work or to shop in the store or downtown Fort Worth. The cars are modernized Capital Transit PCC cars from Washington, DC.



El Paso City Lines Car 1513 at the International Border. February 13, 1968.

El Paso's international streetcar line operated by the El Paso City Lines is a very interesting and inexpensive loop operation. It loops between downtown El Paso and downtown Juarez, Mexico and provides transportation for Mexican workers living in Mexico and working in the US. Many tourists use the all street operation line to do shopping in Juarez. The 20 PCC type cars used on the line are former San Diego PCC Cars. They are modified by having only one operating truck as compared to two on the standard PCC car. They also have longitudinal seating arrangements around the car so perhaps 100 or more people can be "crowded" into the center of the car.



El Paso City Line Car 1544 at South West Portion of loop in a snowstorm. February 13, 1968.

These lines are operating daily and provide the opportunity for the railfan to ride, photograph and reminisce about the "good old days" of trolleys. PSRMA offers to the railfan who has a particular interest in trolleys a traction committee whose purpose is to obtain a trolley for the museum and other equipment associated with trolley operations. Their activities are scheduled in the calendar in this issue as well as other specific articles. For further information please contact Tom Matson 273-8951.

TRACTION COMMITTEE MEETING PLANNED

Persons interested in traction should set aside Friday evening March 20th for a meeting of PSRMA's traction committee. All people should feel free to attend the meeting which will begin at 7:30 pm at Gary Johnson's house, 7422 Tweed St, Lemon Grove. Phone 465-1838. Plans call for discussion of the acquisition of streetcars for the museum, work on the SDEry PCC Car 508 at OET, San Diego Car body acquisition, expansion of the traction committee membership and support and the further support of the museum's restoration of the SDEry line truck the museum owns. After the business meeting, trolley pictures will be shown. Traction Committee chairman is Tom Matson, 4282 Taos Drive, San Diego, CA 92117. Phone 273-8951 for further details.



REPORT

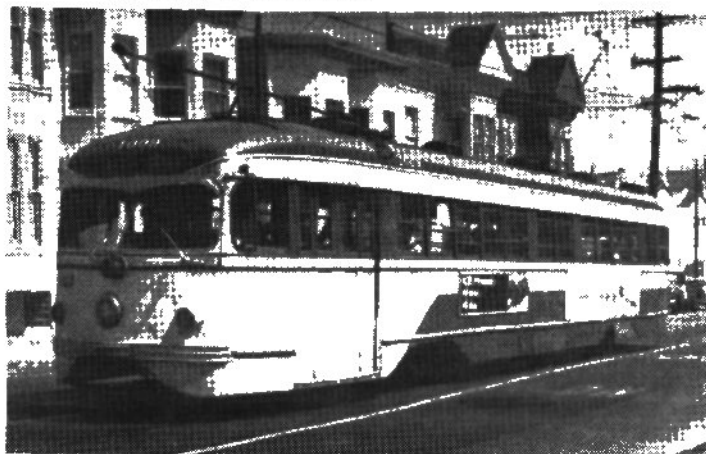
Issue 65

SAN DIEGO, CALIFORNIA

February, 1970

SOUTHWEST TRACTION PICTORIAL By Tom Matson

NOTE: In an effort to show the reader what trolley lines are readily available to ride and photograph in the Southwest and South (New Orleans) the following article by member Tom Matson is presented.



San Francisco Municipal Railway Car 1009 at South End of J Line (Church St.) September 6, 1969.

The closest system to San Diego is the San Francisco Municipal Railway. This system is the largest of the four systems to be covered in this article. It has five streetcar lines in operation utilizing street running, two subways and a private right-of-way. All of the lines (J, K, L, M & N) run on Market Street in downtown San Francisco. Eventually the lines will be running in a subway beneath Market, when the Bay Area Rapid Transit project is completed in the early 1970's. Also the present PCC type streetcars are scheduled to be replaced with a more modern type in the early part of this decade. Not to be forgotten in the San Francisco are the three cable car lines and many trolley-bus lines. For almost a \$20 bill, you can fly round-trip to San Francisco or if you have more time take the "San Diegan" and SP "Davitlight".



San Francisco Municipal Railway Car 1009 on Market Street September 6, 1969.

The New Orleans Public Service is the next largest system with one heavy two-man streetcar line called the St. Charles line. The line goes from the French Quarter out St. Charles Avenue for a very interesting ride mostly on a grass covered private right-of-way. The car barn is at the end of the line. The streetcars are of the conven-

Continued on Page 2 ...

Film Festival 1970

FILM FESTIVAL A SUCCESS!!!

The PSRMA Film Festival 1970 had a gala premier on Thursday evening, February 19th. More than 350 people were held spellbound by the antics of Buster Keaton on the Ken theatre screen as Chauncey Haines provided the suspense with his organ virtuosity. It was hard to tell who was enjoying themselves the most, the youngsters or the oldsters.

Prior to show time 127 members and friends had purchased series tickets for the festival. The box office opened at 6:30 pm and a steady stream of people began filing into the theatre. The receipts for the one show night puts the film festival within \$150 of meeting all expenses for the entire program. If attendance holds up for the remaining three shows a good profit will be shown for our efforts.

The last two movies are: *THE TRAIN*, March 19th; and *THE BATTLE OF MR. NAPOLEON*, April 2nd. For those who didn't purchase a series ticket yet, IT'S NOT TOO LATE!!! You can order one in advance or buy it at the box office. A series ticket for the two remaining shows is \$3.50, a saving of 50¢ over the regular \$2 admission price.

Send your orders to PSRMA Film Festival, P.O. Box 12096, San Diego, CA 92112, or get your tickets at the Box Office. Show times are 7 & 9:15 pm. See you all at the movies and bring your friends.

March 19, "THE TRAIN" Burt Lancaster, Paul Scofield and Jeanne Moreau. An epic drama of the French Resistance during World War II. The desperate struggle to save France's looted art treasures from being taken to Germany.

ALL GO FOR MEXICO IN MAY

The go ahead has been given for the Puerto Penasco excursion on May 16th. So hold that date open!!! The excursion, PSRMA's primary fund raising project was originally scheduled for fall of 1969, but due to Operation Intercept was postponed till now.

At a Feb. 16th meeting at Eric Sanders' home, the special activities committee outlined the day's activities. Buses will leave San Diego at 6am. Those desiring to drive to Mexicali may board the train at the border at 8:45 am or the Mexicali depot at 9:15 am. The train will arrive in Puerto Penasco at 12:45 pm with return scheduled for a 4 pm departure. Plans call for the train to be at the Mexicali depot at 7 pm and the border at 7:30 pm.

The optional bus is scheduled to arrive in San Diego before midnight, hopefully. Further details plus a brochure describing the trip in full will be published in the upcoming issues of REPORT.

LINE TRUCK READY FOR TLC (TENDER LOVING CARE)

PSRMA members, especially the trolley minded ones, are urged to attend the first work party in 1970 on our 1922 line truck, former San Diego Electric Railway truck, on Saturday, March 14th at 10 am at Bob DiGiorgio's house, 10158 Buena Vista Ave., Santee. Phone 448-6161.

Planned work includes minor mechanical engine work and paint restoration (cleaning, filling and readying for primer). Most of the truck's parts are wooden which need to be protected from the elements.

southwest corner

by John Hathaway

A lot of developments have been taking place on the three western railroads in the past few months and the main occurrence seems to be more and more big power for the three.

SANTA FE will spend \$170 million in 1970 which includes purchases of 120 freight diesels, 980 freight cars, and 355 track-miles of welded rail. The freight units will include 61 EMD GP-38's (SF 3500-3560), 10 EMD SD-45's (SF 5615-5624) to be added to Santa Fe's growing fleet of these 3600 hp 6-axle locomotives, and 49 GE U223B's (SF 6300-6348). The GP-38's and U223B's probably won't show up in California, but the 8500-class U33C's have been appearing statewide recently.

All the new units will fit into the system-wide locomotive renumbering campaign now underway. The 900 class SD-24's were the first to sport the new numbers, getting the change in September of last year.

Santa Fe has also announced there will be some old faces around for awhile. Twelve of the old 2100-class Also RSD-5's are going to be rebuilt and renumbered into the 9100 series for continued service.

And even stranger yet, a number of the old 200-series EMD F-7's are undergoing a complete metamorphosis in the system's Cleburne shops. Classified a GP-8 by the system (an unknown classification in any EMD catalogue) the former car-bodied units will now have a short hood not unlike the GE U-boats, a nine foot cab, and a Geep type hood. F-7A unit 262C was the first to undergo the operation, and if successful more of the 200 class will become road switchers. The 262C will become the 2649, placing it right before the 2650 class GP-7's. Although a lot of the 200's have been turned in for new power Santa Fe still has quite a few on the roster available for this plastic surgery.

And speaking of old Santa Fe locomotives, a few of the classic PA-1's are still in existence. 24 of these graceful locomotives are stored at a scrap dealer's yard in Argo, Illinois awaiting higher prices on scrap stainless steel. These most beautiful of all diesels (a little prejudice here) saw many years of service on the San Diegan and the Fast Mail Express (a classic train while it lasted) before retirement last year.

A few F-7 booster units from the 200 series are also getting a reprieve from the torch. Ten of the B-units have been rebuilt into radio-controlled cars for unmanned helper service and have been observed on relatively low tonnage freight service over Cajon.

SOUTHERN PACIFIC is also receiving a number of new units. Heading for the Cotton Belt are four EMD SD-45's (COTTON BELT 9152-9155). Espee is also receiving 29 of EMD's SW-1500 yard switchers (SP 2553-2577, COTTON BELT 2578-2581).

Southern Pacific has donated three old, classic diesel locomotives to the Pacific Coast Chapter of the Railway and Locomotive Historical Society for preservation and display at the now under-development Transportation Museum in Sacramento. The three, to be repainted in original color schemes, include EMD E-9 6051 (which will receive its initial Daylight colors), Baldwin AS-615 5208 (the oldest locomotive of its class on the roster) and EMD F-7 6402. All three locomotives are once common first generation diesels now rapidly disappearing from sight.

UNION PACIFIC's new 5000 class GE U50C's are now in operation, and the 20 5000 hp locomotives are making it into California quite frequently. The 79-foot long units are completely different from the U50D's UP has had since 1963 and are geared for 93 miles/hour.

Also appearing occasionally on special UP passenger trains are the road's new 1400 class SDP-35's. There are only ten of these passenger-equipped units on the system.

And a couple of final notes on the passenger train. On December 30 the ICC turned down Santa Fe's request to reroute the San Francisco Chief into Los Angeles from Barstow instead of the Bay Area and refused to allow the road to discontinue the all-chair Grand Canyon at least until the 5th of May. And an article in the February 26th issue of the Los Angeles Times devoted itself to the suggestion of an auto ferry train to service metropolitan Los Angeles and the proposed inter-continental airport in Palmdale. The plan recommends the tracks bore through the mountains between L.A. and Palmdale and compares quite favorably the costs of such a system and load handling capabilities as opposed to a standard freeway connecting the two areas. How would such a set-up between San Diego and Los Angeles, with roadbed already available, fare? Think about it....

OF INTEREST TO RAILFANS

MARCH

- 13 - Silent Film with organ, Fox Theatre, 8 pm*
- 15 - "Ballad of the Iron Horse" ABC-TV, 7pm
- 18-19 - Farewell excursion California Zephyr*

APRIL

- 5 - Theatre Organ Concert, 9:30 am, Fox Theatre*

VALENTINE'S DAY STEAMUP

The sweetheart of PSRMA, Shay No. 3, was operated on Valentine's Day for members only and on what may well be her last operation on the Entlow Spur was a huge success.

The operation began promptly at 9 am when a match was dropped into her boiler igniting the huge stack of lumber. A number of apprentice engineers were on hand for schooling under the supervision of Chief Mechanic Bob DiGiorgio.

With a full head of steam, the shay made her first move at 12:30, shoving the museum boxcar to the end of Entlow Spur to make room for the training runs. Member Bill Richards reworked the whistle cords and all three whistles worked great. The three quill whistle from the Coos Bay No. 11 really brings tears to the eyes of the steam engine whistle aficionados.

All members present, both regular and contributing, had their turn at both the firing valve and the throttle during the runs back and forth on the 300-foot spur. Since this was perhaps the last operation for some time, those present may have to remember the sight and sound of our shay under steam for quite awhile...Let's hope not!!

NARROW GAUGE SAVED

Associated Press reports that the Colorado Legislature has approved an amount of \$295,000 for the purchase of the Denver & Rio Grande Narrow Gauge line from Antonito to Farmington. The railroad had been pushing to abandon the line, dear to the hearts of railfans across the globe.

OET HOLDS OPEN HOUSE

PSRMA members Tom Matson, George Geyer, Bill Richards and Jerry Windle attended the open house held by the Orange Empire Trolley Museum on February 21st. The open house celebrated the 12th year of existence for the trolley museum in Perris.

Cars operating that day were the 717 PE, the 1450 LATL Narrow Gauge, the PE Birney, the PE 1624 Freight loco and the Sacramento Northern loco. Matson and Geyer, members of OET qualified on operating the narrow gauge cars.

"THE BALLAD OF THE IRON HORSE"

Of special interest to railfans and members of PSRMA is a one-hour special entitled the "Ballad of the Iron Horse" which is scheduled on ABC-TV, Channel 6 locally, for Sunday March 15 at 7 pm.

"Railroads have been with us for years. At one time, the majestic and powerful locomotives were the mainstay of the American economy. They helped build the nation and develop the great western frontiers. Probably no other system of transportation has evoked more romance and longing for travel than the railroads. Their legacy is now told in a one hour special, the complete story of development and expansion of the American railroad, narrated and produced by John Secondari. It is a masterpiece of nostalgia."

The 3M company, sponsors of the special, is offering a beautiful 19x22 3/4 inch reproduction of a color painting showing a Northern Pacific Class Z-6, type 4-6-6-4 charging up a snow covered bank for \$1. The print may be ordered by sending to: 3M Company, P.O.Box 3201, Saint Paul, Minnesota 55101.

PSRMA CALENDAR OF EVENTS

MARCH

- 14 - Line Truck Work Party, DiGiorgio's House, 9am*
- 15 - Open House at Locos, George Geyer, Host
- 19 - "The Train" Ken Theatre 7 & 9:15 pm*
- 20 - Traction Committee, 7:30pm Gary Johnson's House*
- 22 - Open House at Locos, Jim Lyster, Host
- 29 - Open House at Locos, Chop Kerr, Host
- * - Related article in this issue

FAREWELL EXCURSION FOR THE CALIFORNIA ZEPHYR

The California Zephyr will pass into history on March 21. In February, the ICC gave permission to the Western Pacific to discontinue the train. No longer will passenger trains roll through the majestic Feather River Canyon.

The Pacific Railroad Society is offering a last chance to ride the Zephyr on a "Farewell Excursion" which will leave Los Angeles on March 18th. Flying to San Francisco, the group will board the Zephyr in Oakland for a two day trip.

Fares are: from LA, twin \$87 each, \$95 single; from San Francisco-Oakland twin \$56 each, \$63 single. The group will be limited to 40 so if you are interested please write immediately to the Pacific Railroad Society, P.O. Box 5279, Los Angeles, CA 90055.

THEATRE ORGAN FULLY RESTORED

Of special interest to railfans, since most seem to have an aversion to things which have long since passed from the American scene, is the now fully restored theatre organ in the Fox Theatre in Downtown San Diego. Seven people working for over three years and investing hundreds of their own dollars have restored the organ to its original condition and are now presenting monthly concerts to the public. The concerts are held on a Sunday morning in the theatre before the day's operation is begun. Occasionally the group, in cooperation with the Fox, sponsors a silent film with an organist providing the background music. Shades of the silent days. REPORT will attempt to provide the dates of these concerts and silent screenings in its Railfan Calendar each month.

1970 RENEWALS

It's time again for a gentle little reminder for those of you who haven't renewed for 1970 to do so right away. If you're honestly interested in seeing PSRMA achieve its goals then your support is needed. A renewal form is provided elsewhere in this issue for your convenience. Also, if you're interested in active participation in museum activities, including equipment operation, then check the appropriate comments on the renewal form. We do need all the help we can get!

Members who have joined us for 1970 since the last issue include:

(REGULAR) Dwight Couch, Terry Durkin, Stan Kerr, Tom Matson, Mr. and Mrs. Frank Munster, and Joseph Smith, (CONTRIBUTING) J. H. Andert, P. A. Copeland, Gano Goldsmith, Ralph Heising, Cart Schroeder, T. H. Strate, and Leslie Traver.

April 15 is the cutoff date for renewals and delivery of the Report ends with the April issue for those who haven't renewed.

Check your interests: Steam ☐ Diesel ☐ Traction ☐

Excursions ☐ Other (specify) _____

Would you like training for: Railroad Mechanic ☐

Steam Engineman ☐ Other (specify) _____

Are you willing to: Hold Museum office? ☐

Help organize excursions? ☐

Help with paper work? ☐

Host the Sunday loco exhibit? ☐

Other (specify) _____

What would you like to see added or changed? Use a separate sheet of paper if necessary to share your ideas and opinions.

Name _____ Phone _____

Address _____

City & State _____ Zip _____

Please renew my Regular membership at\$10.00

Please renew my Contributing membership at 3.00

General Fund Donation

Car 576 Fund Donation.....

REPORT Fund Donation.....

Line Truck & Traction Fund Donation

TOTAL AMOUNT ENCLOSED.....