

REPORT

Issue 66

SAN DIEGO, CALIFORNIA

March, 1970

Film Festival 1970



March 19, "THE TRAIN"

"THE TRAIN" NEXT FILM AT THE FESTIVAL

French art, looted from museums and homes is being taken to Germany by the Nazis who occupy France during the Second World War. One man is assigned the mission to stop the train without destroying its priceless cargo. How he carries out his mission is the story told in *THE TRAIN*, the third film in PSRMA's Film Festival to be shown Thursday night at 7 and 9:15 pm at the Ken Theatre.

Burt Lancaster and Jeanne Moreau star in the film made in 1965. Stressing reality, director John Frankenheimer actually wrecked trains while filming the action in France. A 70-ton armored locomotive and 30 freight cars loaded with World War II tanks, artillery and other military supplies were blown sky high during a bombing sequence in the film. The holocaust of iron, steel and concrete was a terrifying "million Dollar Minute" according to special effects man Lee Zavits, who burned Atlanta for *GONE WITH THE WIND*.

At Vaires, France, Lancaster learned to pilot his own locomotive. Because the cabs are so small and exposed, there could be no expert in the engine with him, requiring the actor to drive his own train, for the sake of reality.

The fourth and last film in the series is *THE RETIREMENT OF MR. NAPOLEON*, a Japanese film about the retirement of an aging engineer. The film is scheduled to be shown on April 2nd at 7 and 9:15 pm at the Ken Theatre. Hisaya Morishige plays the leading role as Napogen, the veteran engineer. Reaching 55, the engineer has been advised by the railroad that he should retire. Proud of his 30-year record without an accident, he refuses.

Through a friendship with a young and upcoming assistant engineer he meets in a fight, the engineer finally realizes that his retirement is the thing he should do. The final scene as he leaves his locomotive is especially a very poignant one.

The Film Festival, PSRMA's first, broke even with the March 5th showing of *UNION PACIFIC*. All proceeds now go into the Museum treasury. Tickets for the two remaining shows may be obtained at the box office at each performance. Individual tickets are \$2. A series ticket for the last films is \$3.50, a savings of 50¢. If you don't have your tickets get busy!! If you do...see you Thursday!!!

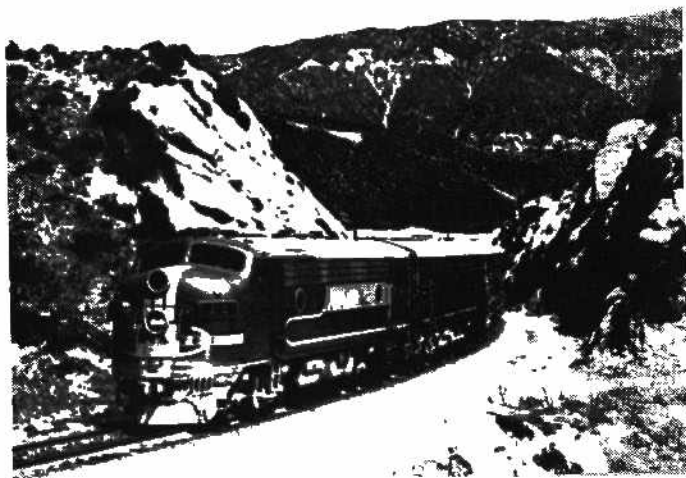
PSRMA MOVES TO A NEW HOME....TEMPORARILY!!

PSRMA is moving to a new home. Presently, the San Diego based equipment of PSRMA is being moved to a newly leased spur at the Miramar Naval Air Station. Three hundred feet of track has been leased to the museum by the Navy for storage of our equipment. The tank cars and boxcar have already been moved with the coach 576 to follow after the air date has been renewed (cost - \$125). The two locos will be following shortly. Cost of the lease will be \$300 a year which is what we were paying under our old lease with Santa Fe. Our move was necessitated by the tripling of lease rates by the railroad.

Once our equipment is on the base, it will be accessible to members only. However, the Navy has agreed to let us OPERATE there, which is really good news. The track we are leasing is over 1,000 feet long and chances are we may be able to operate on this track also. However, the move is not cheap. Being a line move, the total cost of moving our equipment will be around \$500.

On other fronts, Land Committee Chairman Dave Parkinson reports that progress is being made in relation to the possible purchase of land at Jacumba for a permanent museum site. Land adjacent to a SD&AE siding and one-half mile from a planned off-ramp on the new Interstate 8 may be available to the museum for roughly \$1,000 an acre. Our requirements of 20 acres minimum would mean \$20,000. Possible financing arrangements are being explored. Several members are planning to travel to the site in the near future and further details will be published as they become available.

CALIFORNIA'S CAJON PASS FEATURED



It's April, 1968, and the Santa Fe CHIEF is still in business. Here EMD P-3 #44 leads the Eastbound CHIEF into Sullivan's Curve deep in the San Bernardino mountains. This month "Southwest Corner" takes a pictorial tour of the Cajon Pass area where the railfan can get a fine view of big time railroading. The CHIEF is gone now, but the scenery is still there and the business is bigger than ever. The area is ideal one-day trip for the San Diego railfan. For more details, a map, and more pictures see "Southwest Corner" starting on page 3 of this issue.

PSRMA TROLLEY WORK PARTY SCHEDULED FOR OET

The PSRMA traction committee has made plans to go to the Orange Empire Trolley Museum in Perris to work on San Diego Electric Railway PCC car #508 on Saturday April 18. All interested PSRMA members are invited to come and help out. SDERY car #508 ran in San Diego in active service until April 1949. Its primary useage was on line 2. The car was also used on lines 3, 7, and 11 on the weekends. It was delivered to the railway in 1937 and was the most modern type car of its day. The car is still very modern in appearance and the visitor to OET can compare this car to Los Angeles Railway (Narrow Gauge) car 3165 built in 1947, one of the latest of the PCC type cars built. There are few external differences.

Car 508 of late has suffered from neglect and needs rust proofing, seat repair, painting and general cleaning. Who would be the most likely people to help her out. Why we hope the people of San Diego would since it is their car on display in the world's third largest trolley museum.

PSRMA is a member of the trolley museum and stores operable coal burner O-6-OT, E.J. Lavino & Co. #10 and non-operable oil burner O-6-OT, Mojave Northern #3 there for your viewing. OET owns car #508, but will permit and encourages us to work on her. By the way your PSRMA pass (membership card) is good for a ride on the OETM trolley's (per OET operating rules) so come out and give us a hand (particularly until we have our own trolley). For further information contact Tom Matson, Traction Committee chairman, 4282 Taos Drive San Diego, 92117-273-8951.

PSRMA CALENDAR OF EVENTS

MARCH

- 19 - THE TRAIN, Ken Theatre, 7 & 9:15 pm
- 20 - Traction Committee, 7:30 pm, Gary Johnson's 7422 Tweed, Lemon Grove, 465-1838
- 22 - Open House at Locos, Jim Lyerla - Host
- 29 - Open House at Locos, Jerry Windle - Host

APRIL

- 2 - RETIREMENT OF MR NAPOLEON, Ken Theatre, 7 & 9:15pm
- 7 - Board Meeting, 7:30 pm. San Diego Trust & Savings
- 18 - Traction Committee, 7:30 pm, George Geyer's 2928 Fir Street, 234-0555
- 19 - General Membership Meeting, 7:30pm, AT&SF depot
- 25 - Traction Work Party, OETM, 10 am

MAY

- 5 - Board Meeting, 7:30 pm, San Diego Trust & Savings
- 16 - Puerto Penasco Excursion

WORK PROGRESSES ON THE SDERY LINE TRUCK

Restoration work is progressing on the former San Diego Electric Railway line truck which belongs to the museum. The line truck, which features a rising wooden platform for work on overhead trolley wires, was donated some years ago to the museum. The weather was beginning to take its toll on the all-wooden body of the truck.

March 14, a work party attended by C.L. Benbow, Jim Lyerla, Bob DiGiorgio, Tom Matson and Jerry Windle was held. The old paint was scrapped from the aged wood and a primer coat of paint was applied to protect the wood from the elements.

The museum is hoping to restore the truck to its former condition so it can be driven in parades and other activities which might benefit the museum in public relations. Hopefully the truck will be ready for a Fourth of July parade. If so there's a lot of work that needs to be done.

The highlight of any work party on the line truck comes with the cranking of the motor and a trip through a vacant field to the chugging of the four cylinder motor in the old White truck. The truck is a real collector's item and at present the only piece of equipment the museum owns that was a part of the San Diego Electric Railway.



D&RG narrow gauge engine #473 is being serviced in the Durango yards before a day's work on the Silverton line during the busy summer season. Colorado and New Mexico are trying to purchase more than 200 miles of the line which zigzags through both states between Alamosa and Durango before the railroad scraps the line. This picture was made in the summer of 1966 when freight activities on the line were in their dying days.

END NEAR FOR THE NARROW GAUGE?

DEADLINE FOR THE D&RGW NARROW GAUGE NEARS

Efforts to save the Denver & Rio Grande Western's narrow gauge line between Antonito and Durango are moving ahead on two fronts in Colorado and New Mexico. Both legislatures have approved bills to fund state railroad authorities. In addition, a non-profit corporation has been established in Colorado to accept donations toward purchase of the line.

The entire drive is towards the April 1st deadline set by the railroad. The Colorado General Assembly approved a bill for \$295,000 while the New Mexico assembly approved a similar bill giving a combined total of \$590,000 for the initial outlay. The Rio Grande has put a total cost of the trackage at \$1,088,000.

The authorities have given priority to purchase of the road between Antonito and Chama, but almost all involved would like to see the entire route saved. To help, Colorado Senator Hugh Fowler established a non-profit corporation to receive contributions to increase the total available by the April 1st deadline. Called the Colorado Society for the Preservation of the Narrow Gauge.

Society funds will be contributed directly to the Colorado authority to bolster the amount available for the purchase offer. The society has prepared a "Conservation Bond" certifying receipt of gifts of \$10 or more. The bonds are admittedly worthless, but the society stresses that all gifts will be acknowledged.

With regard to Colorado Railroad Authority plans, officials say that first priority is the purchase of as much track right-of-way as possible. The authority will then seek a concessionaire to operate the railroad, there being no intention of the states to operate the railroad themselves. Should any operating plans fail to materialize, the states could recover their investments through the salvage of the line as scrap. Should the entire project fail, monies collected by the Authority would be turned over to the state to aid in the Georgetown Loop restoration project.

Persons desiring to aid the effort to save the narrow gauge should direct their donations to the Colorado Railroad Authority, Box 2000, Englewood, Colorado 80110.

REPORT MISCELLANEA

The California Western reports that troubles have developed with their former Rayonier mallet engine destined for use on the "Skunk" railroad. Scheduled for its inaugural run on April 11th, the railroad had to cancel its commitment to operate a charter train on that day. The railroad hopes to have the engine running later this year. A rare sight indeed will be a mallet under steam!

A Minute's Silence...Saturday will mark the passing of another of the diminishing passenger trains as the Western Pacific operates the last California Zephyr. The majestic Feather River Canyon will now be seen only by the crews of the freight trains rolling through.

Scotsman Scuttlebutt...Word now is that the Flying Scotsman, due in San Diego on the 24th of April, will arrive in San Diego under its own power. No one either confirms or denies so your guess is as good as ours. Nevertheless even dead, the Scotsman should be a sight for our steam-starved eyes. The Scotsman is scheduled to spend seven days here. Keep your eyes on the local papers for more details regarding times and etc.

The Rocky Mountain RR Club will operate an excursion on Memorial day, May 30th, with Union Pacific engine 8444 doing the honors. The one day trip leaves Denver to Rem-lins and return by way of Sherman Hall. Fare is \$27 including meals in a buffet car. Interested persons should contact the RMRR, Box 2391, Denver, Colorado 80201.

The "In" thing for collectors of railroadiana these days are china and silverware from the elegant dining cars of yesterday. Lillian's Shop of Chicago is offering several of these "goodies" including Pennsylvania coffee pot-\$35; Pennsylvania creamer-\$25; Seaboard bread tray-\$20; Cal-Zephyr teapot-\$15. A free list is available for a self-addressed envelope - Lillian's Shop, Box 17165-TS, Chicago, Illinois 60617.

MEMBERSHIP RENEWAL

NOTE: WITH THE LEASING OF THE MIRAMAR TRACKAGE AND THE PENDING MOVEMENT OF PSRMA'S EQUIPMENT, YOUR MEMBERSHIP CARD WILL BE MORE VALUABLE. ONLY MEMBERS WILL BE ABLE TO ENTER THE NAVAL STATION. WITH PERMISSION TO OPERATE, YOU WANT TO BE ABLE TO GET TO THE LOCOMOTIVES. RENEW TODAY!

This is a final reminder for those of you who have not renewed your membership yet. The deadline is April 15th and after that you'll be dropped from the roster. We need your support in the up-coming year what with a number of developments occurring at this time, and with even more in the near future.

The new membership cards are in, and they're now being prepared. If you're with us for 1970 you should be getting your card in the mail within a week or two.

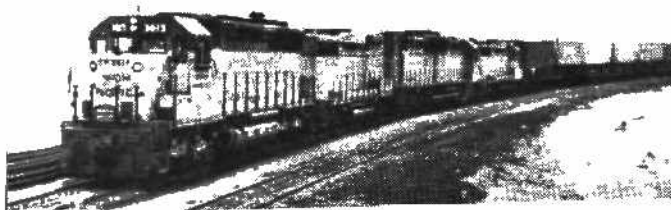
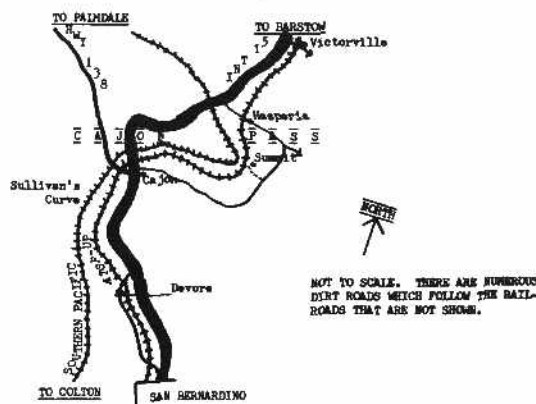
southwest corner

by John Hathaway

This month we're going to take a pictorial tour of the Cajon Pass area just north of San Bernardino. For the railfan the rugged San Bernardino mountains and the two mainlines that pass through them offer an outstanding one-day field trip for train watching. The trip is less than three hours from San Diego to the small settlement of Summit at the crest of Cajon Pass and offers the railfan views of Santa Fe, Southern Pacific, and Union Pacific trains out on the main.

From San Diego travel north on Highway 395 to San Bernardino and Interstate 15. From San Bernardino it's a short half-hour trip into the mountains and the Cajon turnoff. Following the winding Summit Valley Road will get you to Cajon Pass itself in about 15 minutes. From then on you have a grandstand seat for mainline railroading at its best as the following pictures will testify.

Just one final word of warning: Rail traffic in the area is light on Sundays.



Union Pacific SD-45 #3615 leads a consist of fellow EMD diesels eastbound through Devore at the base of Cajon Pass. Following #3615 is GP-30B #720B, DD-35 #75, and GP-30 #807 in this June 6, 1969 afternoon scene.

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 _____

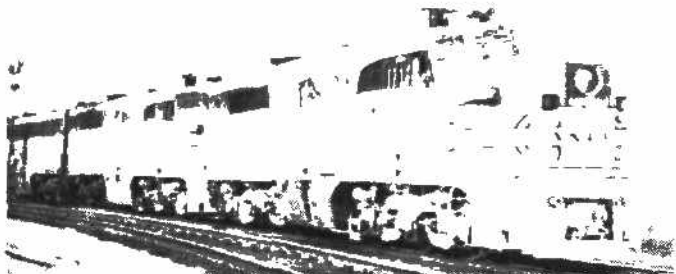
General Fund Donation _____

Car 576 Fund Donation _____

REPORT Fund Donation _____

Line Truck & Traction Fund Donation _____

TOTAL AMOUNT ENCLOSED _____



These locos and the train they're pulling are now long gone from Cajon. Santa Fe PA-1 #67 is leading a brace of Alco bretheren pulling the westbound Fast Mail Express across the crest of Cajon Pass. This train, which up until its demise featured fifteen to twenty-five heavyweight cars of a variety of roads, met an untimely end when the U.S. government withdrew Santa Fe's mail contracts. The classic PA's followed the Fast Mail into oblivion last year.



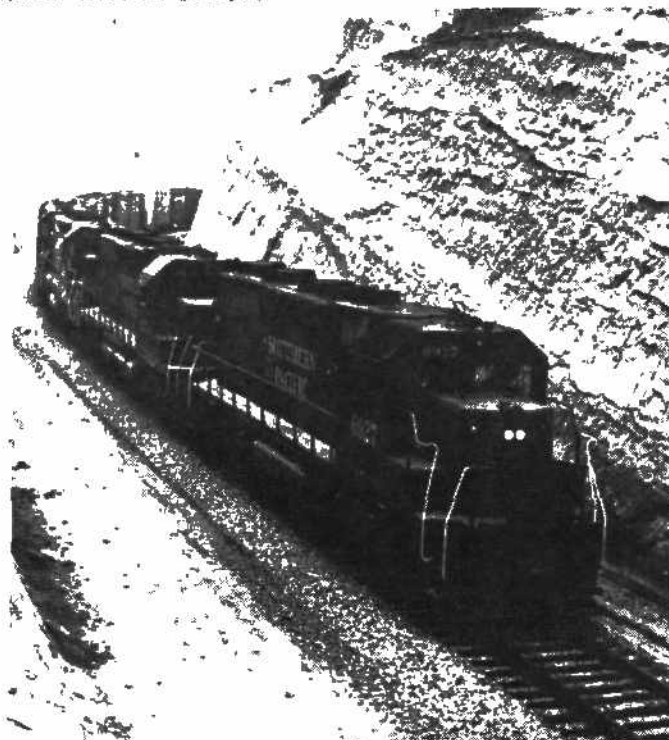
An eastbound Santa Fe freight, lead by SD-24 #916 and five more road units, winds through the final curve leading into the railroad settlement of Summit at the top of Cajon Pass.



A few minutes later DL-600B #847 leads the way for an 80+ car train on the westbound tracks. It's a 2.2% downhill grade from here before reaching flat land.



Meets are not uncommon on the double trackage that winds through Cajon carrying Santa Fe and Union Pacific trains. Here the motive power of an eastbound UP train passes by the caboose of a westbound freight in another scene shot at Devore.



Southern Pacific SD-35 #6927 leads a brace of RMD sister units pulling an eastbound freight over Espee's new Colton-Palmdale cutoff line through Cajon. At Summit the Espee line passes within one hundred yards of the ATSF-UP main lines, and it's possible to see trains of all three main western railroads at this one spot.