



REPORT

Issue 67

SAN DIEGO, CALIFORNIA

April, 1970

Film Festival 1970

PSRMA's first Film Festival has ended. Our treasury is \$288 dollars richer. But the story was not quite that short. Back in April of last year Chop Kerr brought up the idea of a Film Festival and was immediately met with opposition because PSRMA had never tried such a venture and we could stand to loose our shirt. But Chop finally persuaded the board to let him go ahead.

After a pile of letters and dozens of phone calls, Chop found out what films were available and then trying to decide on which ones would present an attractive program to both the general public and the railfan as well.

Once the dates had been set and the films contracted, the next big step was publicity. Initial mailing of over 1600 brochures; placement of 475 posters; news releases to 30 newspapers, 25 radio stations, one magazine and several service clubs.

Waiting for ticket orders to "pour" in aged Chop several years as the date grew closer for the breakeven sales point of 208 seemed like more than a thousand. At the last minute, when ticket sales were below the break-even point, the decision was made to go ahead anyway. At the time of the first show only 129 advance tickets had been sold. An interesting note is that out of PSRMA's more than 150 members, only 28 tickets were sold to members.

The total cost of the Festival came to \$1413.68. Gross receipts were \$1701.50, which left PSRMA a net profit of \$287.82. This small return for the effort was really worthwhile for PSRMA. We attracted a lot of attention and made considerable goodwill. Additionally as a direct result of the publicity, we signed up at least seven new members. However the ticket sales to members was very disappointing. The Board would like to have comments from the general membership as to the reason, for this would help in future planning of fund raising events.

Many thanks to those who assisted with the festival. All who tramped around putting up posters and spreading the word. Well done to Mrs. Bob DiGiorgio, Mrs. Dick Pennick and Mrs. Hattie Belle Kerr for answering phone calls early in the promotional period. Special thanks to George Geyer for his help in the Post Office Department and assistance at the theatre each show night. Jerry Windle produced a promotional film for showing at the last film on PSRMA. The champion ticket seller is a new member who joined Jan 1st. Dr. D. J. Marnell was responsible for selling 13 series tickets. Total attendance for the four shows was 781.

But most of all an outstanding vote of thanks should be extended to Chop Kerr, for it was his determination and belief that a film festival could succeed and do it profitably that put some much needed cash into our treasury. With more members like Chop who put his ideas into action and results, PSRMA will be a successful museum.

SOMETHING TO THINK ABOUT ...

February was the biggest month for attendance for the Orange Empire Trolley Museum since its opening. Some 3,119 passengers rode their trolleys during the month with their open house on the 22nd drawing 650 passengers. With their charge of 50¢ per person to ride the cars, it should be apparent to PSRMA members what is possible once we find a permanent home to build our museum.

GENERAL MEETING

Union Pacific's excellent film **LAST OF THE GIANTS** featuring the Big Boys plus their centennial film **TRACKS OF THE IRON HORSE** will be shown.

All members are urged to attend the General Membership meeting to be held on the 19th of April at 7:30 pm in the Santa Fe Depot. A general business meeting will be conducted followed by a program of railroad films.

For those of you who may have missed the promotional film about PSRMA at the final film at the Film Festival, it will be shown at this meeting. It features the shay under steam and the line truck under its own power.

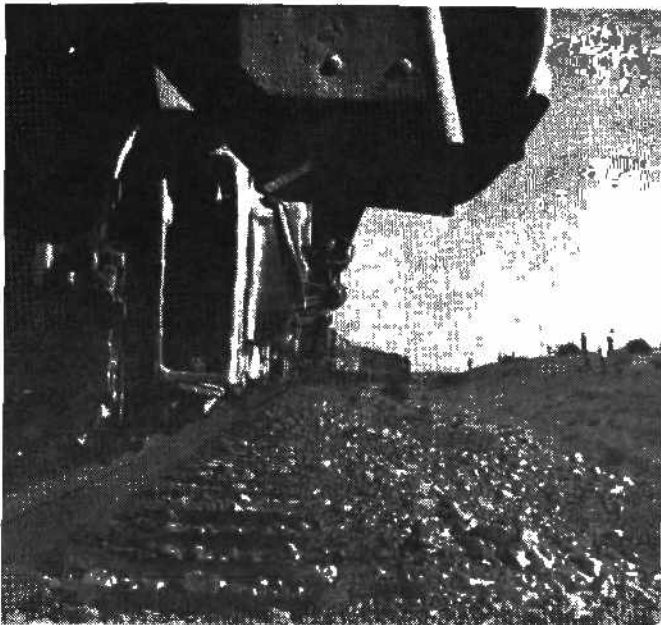
Each year, PSRMA has four of these General meetings which provide an opportunity for the general membership to attend and take part in club activities. Members and guests are welcome.

PUERTO PEÑASCO



This scene will be repeated on May 16th as PSRMA's special train on the Sonora-Baja California Railroad heads south across the Sonora Desert to the sleepy Mexican village of Puerto Penasco. PSRMA members have a chance to place their orders early before the general public is contacted. Details of the trip plus pictures of what PSRMA members can expect are featured on page 2.

PUERTO PEÑASCO EXCURSION



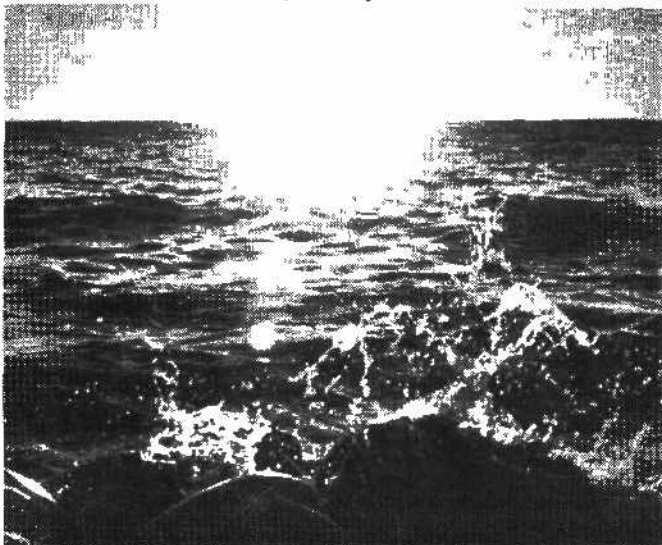
After more than seven month's delay, PSRMA will again sponsor its popular one-day excursion to Puerto Peñasco on May 16th. The special train will leave Mexicali and head across the Sonora Desert on the rails of the Sonora-Baja California Railroad.

Union-Tribune staff photographer Thane McIntosh pictures here for REPORT a brief preview of what one can expect to find in the sleepy Mexican town of Puerto Peñasco which is the destination of the trip.

For the first time, passengers will be able to board the special train right at the border, eliminating the need to drive across the border to the depot. The train will stop at the depot before leaving Mexicali to pick up any passengers waiting there. Arrival in Puerto Peñasco is scheduled for 12:45 pm with the return train departing at 4pm. Return to Mexicali is scheduled for 7:30 pm with the train stopping at both the depot and the border to unload passengers.

Once again PSRMA will be operating busses from San Diego for those who prefer not to drive. Fares for the train trip are \$12 for adults, \$9 for children and \$10.50 for PSRMA members. Bus fares are \$7.50 for adults and \$6.50 for children.

This article is intended to alert PSRMA members to the trip before the initial announcement to the general public. Our last trip more than 300 people were turned away because the tickets were sold out. If you plan on making the trip, please send in your order right away. You may use the enclosed envelope for your order.



SEA OF CORTEZ...Wave breaks on the rocky shore at the edge of Puerto Peñasco. The village lies on the coast.



FISHING...The way of life in the tiny village of Puerto Peñasco. On the coast of the Sea of Cortez, the village is the destination of PSRMA's special train on May 16th.



NATURAL STEAM...Natural steam wells are seen along the tracks as our special PSRMA train moves briefly inland.



DIRT STREETS...Narrow dirt streets wind through the city as visitors explore the small shops and sample the foods.

FROM THE PRESIDENT

Several things have been happening within the museum during the past several months and all members of the museum should be aware of what they are. As you perhaps already know, the Santa Fe notified us in December of last year that our three freight cars had to be removed from their property. In March, they notified the museum that the track lease for the car 576 would be increased to \$300 a year. Immediately a search for other storage was begun.

Our answer came from the U S Navy. They agreed to lease us an unused spur on the Miramar Naval Station for the storage of our equipment including the two locomotives. As of this date the three cars have been moved to Miramar and the coach 576 was moved after the air date was renewed at a cost of \$125. A half-rate request has been submitted to the railroad for movement of the locos and the coach, which, is accepted will be about \$530.

The Navy Department has also been good to PSRMA by replying favorably to our request for the donation of two 1902 truss-rod flat cars at Port Huenehue. We will have to arrange a lease, about \$25 a year to store the cars there until they can be moved to San Diego. Due to the out of date equipment on the cars they will have to be shipped on another flatcar or by truck.

The museum also received a steam heating boiler from an old parachute factory at Gillespie Field and it has been moved to Bob DiGiorgio's home. The steel stand that originally supported the stand was also obtained along with various related valves, pipe and fittings. The boiler may be used in the future as a shop boiler.

A formal contract was made with the Carrizo Gorge Scenic Railway, Inc. Their intent is to operate a tourist type operation through the Carrizo Gorge. A trackage-rights hearing before the PUC is scheduled in the near future. The museum feels that should we acquire land in the Jacumba area, at the door of the gorge, it would tend to enhance the Carrizo Gorge enterprise and vice-versa.

Our museum is moving at an ever increasing pace and soon we may find ourselves with our own land to begin building one of the finest railway museums in the country. With the developments happening as fast as they have been, we need the help of every member. Won't you take an active part in our museum?

CALENDAR

APRIL

- 11 - Line Truck work party, 10am, Bob DiGiorgio's 10158 Buena Vista Ave., Santee
- 12 - Open House at Locos, Dick Pennick - host
- 18 - Traction Committee, 7:30 pm, George Geyer's 2928 Fir St.
- 19 - Open House at Locos, George Geyer - host
- 19 - General Membership Meeting, 7:30pm, AT&SF Depot
- 25 - Traction Work Party, OETM, 10 am

MAY

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

FLYING SCOTSMAN TRIP TO SAN DIEGO CANCELLED

PSRMA members and San Diego railfans will be disappointed to learn that the Flying Scotsman, scheduled to be in San Diego on the 24th of April, has been delayed and may not come through here at all.

The Southern Pacific Railroad turned down the Scotsman's request to operate on its lines. The Public Relations Department told the REPORT editor that the request was refused because "between the coaches, the couplers are not standard American couplers and should the train break in half, there would be no way to move the train onto a siding."

The new schedule for the Scotsman calls for it to leave its winter quarters in Slaton, Texas, and head north through Dallas, Oklahoma City, Wichita, Kansas City, Saint Louis, Chicago, Milwaukee and onto Green Bay. There is a slim chance that the Scotsman may end its tour in San Diego, but at this time those plans are indefinite.

TRACTION REPORT

TRACTION COMMITTEE PLANS BUSY MONTH FOR APRIL

The traction committee plans a busy month for April. Starting on the 11th, is a work party scheduled for the line truck. The work party will begin at 10am at Bob DiGiorgio's house in Santee. Highlight of each party is a ride around the fields on the 1923 White truck.

On the 18th, George Geyer will host a meeting at his house at 2928 Fir Street beginning at 7:30 pm. Featured will be slides of trolley action around the country.

Rounding out the month will be a work party scheduled for the 25th at OETM to work on PCC Car 508 formerly of the San Diego Electric Railway.

Persons interested in traction are urged to become active in this group. Contact Tom Matson at 273-8951.

EXCURSIONS

APRIL

- 26 - Pacific Locomotive Association trip from San Francisco to Truckee via Southern Pacific's "Overland Route" using rare U-233C diesels

MAY

- 3 - Golden West Tours, Los Angeles to Bakersfield, "Springtime in the Tehachapis" Fare \$13.75 Write Golden West Tours, 2210 S. Sepulveda Blvd., Los Angeles, California 90064, phone MU4-0162
- 30 - Rocky Mountain Railroad Club excursion with UP 8444 steam engine, Denver to Laramie via Sherman Hill, Fare \$27, RMRR, PO Box 2391, Denver, Colorado 80207

Check your interests: Steam ☐ Diesel ☐ Traction ☐

Excursions ☐ Other (specify) _____

Would you like training for: Railroad Mechanic ☐

Steam Engineer ☐ 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 _____

SOUTHWEST CORNER

by John Hathaway

The larger this number the more recent the model. The F-units found in Southern California include the F-3, the F-7, and the F-9. The letter "A," or no letter, following the first two digits of the model number indicate that engine has a cab for the engine crew. The letter "B" indicates the engine is a booster unit only with no cab and controls.

The EMD "E" units are similar in external design to the F-units, but are much longer, ride on six axles, and are powered by two diesel engines.

In the field of road switchers, EMD's "GP" series refers to four axled models. A long line of "Geeps" are on the rails today, from the earliest GP-7s to the high horsepower GP-40s. Union Pacific and Santa Fe both have the booster variety of "Geep," and these models also have the letter "B" behind the classification number.

The EMD "SD" series of road switchers are the six axled models. In most cases the GPs and SDs are basically the same engine with the exception of number of axles.

The "DD" series, of which Union Pacific and Southern Pacific both operate, ride on a total of eight axles and are powered by two diesel engines within a single carbody.

With the GE locomotives, the classification number can virtually identify the engine sight unseen. All GE numbers begin with the letter "U," a number and then the letter "B," "C," or "D." The "B" refers to four axled engines, the "C" is a six axled model, and the "D" is an eight axled job. The middle number is the horsepower rating of the locomotive. For instance, a GE U-25-B is a four axled, 2500 hp locomotive. The U-25-C is basically the same engine, except it rides on six axles.

The ALCo classification system is not as simple as GE's and EMD's so we'll deal with individual models as we get to them. A fine source of information is Jerry Pinkepank's Diesel Spotter's Guide available for \$3.50 from any model railroad hobby shop.

Next month we'll have a photo section of the different specific models of diesels that can be found on the mainlines of the Southwest Corner.

The art of diesel spotting as opposed to steam spotting of the olden days is a much more sophisticated one for the railfan. Contrary to what the die-hard steam enthusiasts say, all diesels are not the same, but often it does take a bit of fore-knowledge to distinguish even the radical differences between two different models of locomotives. But the differences are there, and the hobby of train watching can be enhanced with a bit of knowledge about these differences.

When identifying a certain locomotive there are a number of basic steps to follow. For the time being we will limit ourselves to the larger road engines of the three major railroads here in the Southwest Corner (Santa Fe, Union Pacific, and Southern Pacific).

The first step is to determine the manufacturer. There are only three builders represented within the area we are covering today, and each has its own distinguishing characteristics in external design.

Far and away the leader in sheer numbers is the Electro-Motives Division of General Motors (EMD). Of the three major builders EMD accounts for some 60% of the domestic market. EMD offers the railroads a whole line of standardized models and for the most part does not deviate into specialized exotic designs.

Trailing a distant second is General Electric, a relative newcomer into the mainline road engine field. All three lines have GE representatives on their rosters.

No longer in the locomotive producing business, but still well represented, is the American Locomotive Company (ALCo). ALCo was the last, and most successful, of the steam locomotive builders that transcended into the diesel field.

There are two methods by which a particular model of locomotive might be classified by a railroad. The first is, of course, the manufacturer's own catalogue number. This catalogue number, actually a combination of letters and numbers, offers the railfan a number of important clues in identifying different diesel locomotives.

With EMD all manufacturer's numbers beginning with the letter "F" refer to four axled cab, or "streamlined," units. Following the "F" is a single number.

DON'T FORGET... APRIL 15th IS THE CUTOFF DATE FOR RENEWAL
OF YOUR PSRMA MEMBERSHIP FOR 1970!!!!