



REPORT

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SAN DIEGO, CALIFORNIA

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SAN FRANCISCO TOUR

PSRMA will be sponsoring a Trolley Tour of San Francisco on September 6th with San Francisco Municipal Railway Car #1. The trip was described as a trolley coach tour in our brochure - Our apologies. This trip will be unique as Car #1 is permitted to run only two or three times a year by the Railway. There is only one other system on the North American Continent not using the newer PCC type cars and that is the New Orleans Public Service in New Orleans on the St. Charles line.

SFMBR may suspend trolley service over all or part of its lines next year to permit the final stages of construction of the Bay Area Rapid Transit System on Market street, the Twin Peaks Tunnel area. This maybe one of your last chances to ride the system as it is today.

There are five streetcar lines in San Francisco. All five lines start at the "East Bay Terminal", go up Fremont street two or three blocks to Market Street and head Southwest down Market Street. The "J" line turns south off Market Street and goes down the very hilly Church Street to 30th utilizing some private right-of-way. This is the only line that does not go through a tunnel.

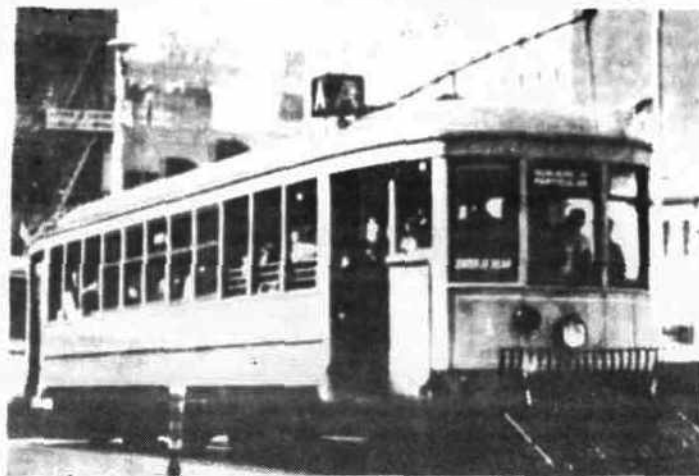
The "K", "L" and "M" lines continue down Market Street until the East Portal of the Twin Peaks Tunnel where they go underground for two miles to the West Portal. The "K" line goes on West Portal Ave., Junipero Serra, Ocean to Phelan (City College Terminal). The "M" line also continues on West Portal Ave., then 19th Ave., Randolph, Orizaba, Broad to Plymouth. The "L" line goes from the tunnel to Ulloa, 15th Ave., Taraval, 46th Ave., Vicente, 47th Ave., Wawona to 46th Ave., (SF Zoo). The "L" line terminus is one block from the beach.

The "N" line branches off from Market at Duboce, goes through the Sunset Tunnel and thence Carl, Arguello, Irving, 9th Ave., Judah to Great Highway. The "N" line terminus is at the beach (Pacific Ocean).

Persons taking the tour will undoubtedly want to observe, photograph, and ride one of the three famous cable car lines. They are the Powell, Powell-Hyde and California lines. The California Street line was shut down on July 18 of this year, for six months for repairs. The two Powell lines go from Powell and Market northbound, cross the East-West California line (which goes to Chinatown), and thence to Fisherman's Wharf. The cable cars are propelled by a 9 mph cable in the street between the two tracks. The cable cars are not only famous for the area through which they traverse but their rarity in that they are the only one's left in the Western Hemisphere.

Also of interest to the transit fan or observer in San Francisco is that there are 14 trolley bus lines in San Francisco. Trolley coaches are propelled by electric motors which obtain their power from two trolley wires strung along each side of the street of the route. Trolley coaches are a mixed breed of a streetcar (trolley car) and a bus. The trolley coach has the acceleration of a streetcar and the mobility in traffic of a bus. Of course it and the streetcar have the advantage along with the cable car of being smog free. San Francisco also has many diesel busses along various routes. One source noted that San Francisco has a greater proportion of its populace riding public transit than any other city in the United States save New York.

Further information can be obtained by writing the San Francisco Municipal Railway for a map at 949 Presidio Ave., San Francisco, CA 94115.



San Francisco Municipal Railway Car No. 1

The date for PSRMA's Trolley Tour of San Francisco is drawing closer and closer. Featured in this issue of REPORT is an excellent photograph showing the San Francisco Municipal Railway's Coach #1 and a PCC type coach. Both of these coaches will be featured on our tour.

In the photo Car #1 is heading westbound and could take any of the western portions of lines "K", "L" and "M". Our trip will be doing just the same. PCC car #1014 is pointing into the Twin Peaks Tunnel and can go to the Eastern portions of "K", "L" and "M" and the entire "J" and "N" lines. PSRMA's excursion will be doing just the same with a similar double-ended PCC car such as 1006 or 1015. Wouldn't you like to go? Send your \$6.50 per ticket check made out to PSRMA to George Geyer, 2928 Fir Street, San Diego, CA 92102, (&14) 234-0555.

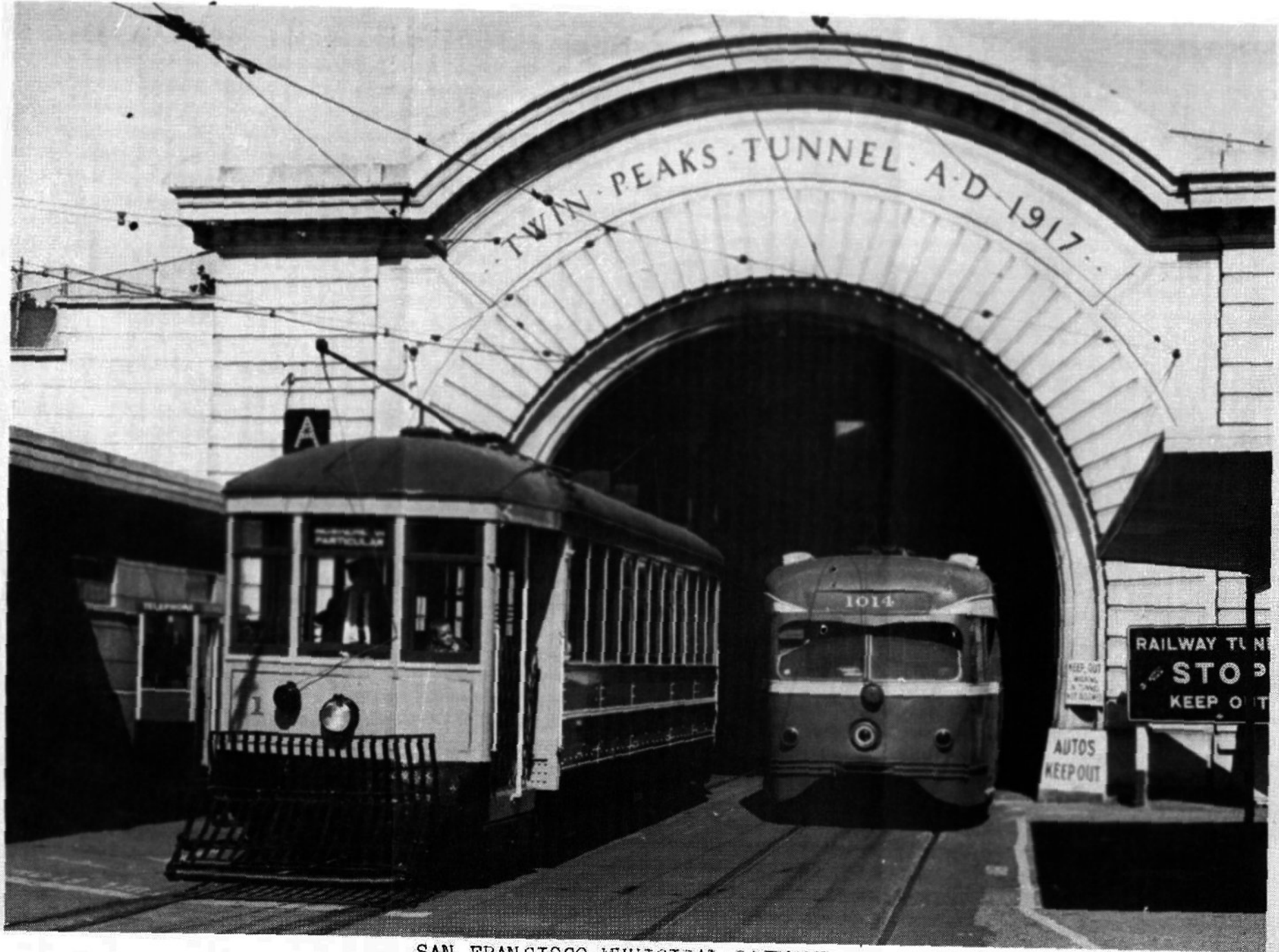
OFFICERS FOR 1971 VACANCIES NOMINATED

At the July 19th General Meeting Officers for 1971 were nominated. They are as follows: PRESIDENT - George Geyer, H. Chalmers Kerr, Jr.; VICE-PRESIDENT - Dan Marnell, Dave Parkinson; TREASURER - Jim Lyerla, Bill Richards; SECRETARY - Karen Hathaway; BOARD-MEMBER-AT-LARGE - Bob DiGiorgio, Vern Cook; REVIEW COMMITTEE - Wally Barber, Terry Durkin, Bob Hastings, Dave Hobson, Stan Kerr, Raoul Morales, Eric Sanders and Jerry Windle.

The election of these officers will be held during the last General Meeting of the current year, October 18th. Each Regular member in "good standing" attending the meeting will receive a ballot. Those Regular members who will be unable to attend the meeting must contact the Secretary, Karen Hathaway, and request an absentee ballot. Deadline for requesting an absentee ballot is September 15th. The ballots must be received by the Secretary no later than Sunday, October 18th.

Absentee ballots must be returned unsigned within a separate envelope inside a larger envelope. The voter's name must appear on the outer envelope so that his eligibility can be verified. At the election, ballots will be distributed to voting members only by a member of the election committee. The current list of the Director of Personnel and Records will be used to check voting eligibility.

With great things in the future for PSRMA your vote can be very important in our future. Consider the candidates and their qualifications carefully then cast your ballot for the "best man for the job"... WE NEED HIM!!!!



SAN FRANCISCO MUNICIPAL RAILWAY
San Francisco Municipal Railway Car No. 1 leaves the West End of the Twin Peaks Tunnel as Car No. 1014 enters the tunnel heading eastbound in this picture made in April, 1962. Car No. 1 and a PCC car similar to the No. 1014 will be featured on PSRMA's Trolley Tour of San Francisco on September 6th. Photo courtesy of the San Francisco Municipal Railway.

PSRMA will operate an excursion to Puerto Penasco in November in place of the planned Union Pacific excursion to Kelso. The trip will be operated for the Chula Vista Chamber of Commerce with PSRMA acting as operators of the excursion. November has been the date of our regular trip in the past and the weather has always been excellent, quite different from the heat of our trip earlier this year.

November will also be the Flea Market in La Jolla. PSRMA has acquired a booth for \$20 with any and all profits going into our treasury. The only hang-up now is coming up with something to sell that people will want to buy. Foods are out due to health requirements. So let us know what you have done in other groups for items to sell so we can see about rounding up some goodies. Contact Jerry Windle at 282-6770 with your ideas.

Recent observations of the San Diego and Arizona Eastern's Coronado Branch reveal that several lengths of track in Coronado have been ripped up as well as the Amphibious Base siding. Switches have been removed on this siding and rails replaced on the main track.

YARD OFFICE LEVELLED

The dismantling of the Santa Fe Yard Office is progressing on schedule. The Yard Office proper was essentially levelled by Saturday, August 8th, and the "annex" will follow in succeeding weekends.

The original building has been remodeled over the years, but sufficient evidence of the original remains to aid in the rebuilding. Much of the original construction was redwood, put together with old-type square nails. There is little doubt that it dates from the first days of the California Southern Railroad (1882-1889). An interesting "find" was made in the attic of the annex, under an inch of steam locomotive soot and dust. It was a pad of switchmen's time slips, made out in pencil for the year 1913 listing many of the old steamers of the Santa Fe, including some of the original California Southern eight-wheelers still on the system after 30 years of service. Most of these on the Coast Lines were retired in the 1920's and 1930's. It will make a nice museum exhibit.

Two of the hard-working crew on this project are the husband-and-wife team of Don and Vivian Carr. After observing the zeal with which Mrs. Carr tears into a roof or wall, I think we're missing the boat not having a ladies auxiliary! Besides the Carrs' other hard-working helpers have been Jim Lyerla, Dave Parkinson, Bob DiGiorgio, John Hathaway, Dave Hobson, Raoul Morales, C. L. Benbow, Bill Richards, Eric Sanders and Dick Pennick. Thanks again for your help and assistance. The payoff will be to see the building reconstructed at our permanent home.

RAILROAD NEWS

ANTIQUER ENGINE BOUGHT

Old Tuscon purchased the 98-year-old steam locomotive originally owned by the fabled Virginia & Truckee railroad which operated between Reno, Carson City, Minden and Virginia City, Nevada from 1870 to 1950.

Called the RENO, it was purchased from the David Weiss Co. in a recent auction of MGM properties along with a tender and one passenger car. It has been seen in such movies as "How The West Was Won", "Union Pacific", "The Outlaw" and "The Return of Jesse James".

Robert Shelton, Old Tuscon president, said the movie location company outbid the Nevada Heritage Association the Strasburg (Pa.) Rail Museum and the National Park Service to obtain the historic train. He did not disclose the purchase price, but said it is insured for \$100,000.

D&RGW

The decision on just when the Silverton Branch of the D&RGW will be severed from the system which gave it its birth, and by whom, has been delayed with the word that the railroad has rejected all bids for the salvage operation it had hoped would accomplish the job.

It is understood the contract specifications called for a start within ten days after acceptance to tear up the track that lies between the Durango-Silverton section the railroad has been unable to abandon and the Antonito-Chama section it has just sold to the states of Colorado and New Mexico. The Farmington branch is also to be scrapped. An estimated 800 cars are to be included in the job.

AT THE CROSSROADS by Dave Parkinson

PSRMA is presently at the crossroads with regard to its future and the type of organization it chooses to be. As the editorial in last month's REPORT clearly pointed out, we have a basic decision to make in the near future --- that is, do we wish to continue our operation as primarily an arm-chair type operation with occasional steam-ups and special events, or are we ready to become an operating entity with a permanent museum site and regularly scheduled operations?

Our land search is nearing fruition and shortly we must make a decision as to whether we are ready for the next major step in our development process --- acquisition of a site. When I assumed chairmanship of the Land Committee six months ago, I was convinced that the Museum was ready for a permanent home. Today I am less sure of this fact. I am uncertain because of two factors: 1) Our limited active membership base; 2) Our limited financial base.

Despite a regular membership of over 50 individuals, there are only a relative small number of individuals who can consistently be counted on to perform Museum functions and participate in work activities. This group is becoming weary of carrying the burden, as are their families because of the time these individuals must devote to Museum functions. We draw well at the fun-type activities such as steam-ups and excursions, but we can not count on all the individuals who appear at these activities to appear for the less glamorous, mundane work.

The commitment to a permanent museum operating site will increase the work burden. We cannot hope to succeed with the present cadre of active workers. Consequently two things must happen, in my opinion, if we are to proceed toward our goal: 1) Inactive Regular members must commit themselves to the Museum goals and increase their participation. We must expand our Regular membership involvement; 2) We must initiate an active recruiting policy to seek out individuals in the greater San Diego area who have similar interests, and who are willing to contribute their talents to the Museum effort. It is everybody's job to get new members --- not just the membership committee's.

On the Financial front we are also weak. Although the Puerto Penasco excursion put us in the black for the first time in several months, the present balance is inconsequential in relation to the funds needed to procure land. We need financial help desperately. If you cannot become physically involved in our activities consider giving additional financial support. Contributing members should consider becoming Regular members so that we will have additional membership revenue. You will all be contacted regarding a financial pledge for the land purchase --- consider it carefully and give us your support if you are able to do so.

In short -- we are at the crossroads. Membership can no longer imply a passive interest in the Museum's activities. We must have your personal and financial support or our dreams of expansion will turn into a nightmare of disillusion. I believe we can move ahead to the next phase of our growth; but I similarly believe that it will require an effort above and beyond our present commitment.

Please contact myself, Dick Pennick (President), or Chop Kerr (Chairman, Ways and Means) with your ideas, opinions, financial pledge of volunteer of services.

CALENDAR

September

- 1 - Board Meeting, 7:30 pm, San Diego Trust & Savings
- 6 - San Francisco Muni Excursion, 10am, \$6.50; Ticket orders to George Geyer, 2928 Fir St., San Diego, CA 92102

southwest corner

by John Hathaway

SANTA FE is now utilizing uniformed armed special agents to maintain peace on certain runs of its Los Angeles-San Diego San Diegans. The reason for the extra security is a minority of the dozens of teen-aged beach lovers who commute between Los Angeles communities and the beachside city of San Clemente. This minority has been disturbing regular passengers and leaving the railroad's cars in shambles.

After the problem appeared earlier this summer, Santa Fe announced plans to cease making stops at San Clemente on the morning southbound and the afternoon northbound San Diegans. This announced cutback in the service brought a raft of complaints to the railroad, so Santa Fe decided to maintain the original schedule, segregate the beach crowd, and utilize the uniformed special agents to maintain peace. The plan is evidently working.



The summer San Diegans are their usual resplendent selves, with trains of 22 to 24 cars on the weekends. On Saturdays and Sundays the trains are too long for the San Diego depot and a yard switcher has to pull three or four cars up to the MCRD siding where they are hooked on to the rest of the train after it leaves the depot. These cars are reserved for the San Clemente beach-goers, and leave San Diego empty.

SANTA FE is following the nationwide trend among railroads in opting for less powerful, and less complex, units in recent new motive power acquisitions. The horsepower rating race of the 60s is slowing down as the railroads are now replacing many of their first generation diesels serving branch line and other marginal runs. These areas do not call for the more powerful, and expensive to operate, turbocharged units.

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As a typical example, Santa Fe has ordered 61 of EMD's GP38s (SF 3500-3560) and 49 GE U23Bs (SF 6300-6348). Both of these are four-axled jobs, with the GPs rated at 2000 hp and the U-boats rated at 2250 hp. Santa Fe is also investing in six-axled moderates with orders for twenty SD39s from EMD (SF 4000-4019) and 20 U23Cs from GE (SF 7500-7519). The SDs are rated at 2300 hp and the U23Cs maintain 2250 hp.

However, for mainline motive power, a new trend is disappearing. A couple of years ago Santa Fe innovated the "cowled" body styling on its orders of EMD FP45s and F45s and GE U30CGs. This styling, which harkened back to the early days of dieselism, resembled the covered wagon F-units. There are no exterior walkways on the F45s as the entire engine behind the cab is covered with body paneling.

However, Santa Fe has reordered the conventional SD45, which features the standard road unit body configurations, instead of increasing its stable of the F45s. So apparently the love affair with the "cows" has at least temporarily been jilted.

UNION PACIFIC apparently isn't aware of the movement to smaller locomotives. Among its latest acquisitions (which are occasionally sighted in the Southwest Corner) are 40 U50Cs from GE (UP 5000-5039) which deliver 5,000 hp via twin engines within one shell; and 44 DDA-40Xs, the "Centennial Locomotives" from EMD purported to be the biggest diesel electrics in the world with a rating of 6600 hp (UP 6900-6947). The units, built to UP specifications, utilize the same "cowled" body styling found on the Santa Fe F45s.

SOUTHERN PACIFIC has its three orphaned diesel-hydraulics from ALCo in storage at Roseville and Sacramento, and these will apparently be retired. The direct linkage between the diesel engine and running gear, eliminating the traction motors, was an experiment undertaken by SP a few years ago with the importation of a number of diesel-hydraulics from the Krauss-Maffei works of Germany. Also on hand were the three units from ALCo (SF 9800-9802). The light German engines, with their high running speeds, just couldn't adjust to the heavy American railroading, but the ALCo locomotives, with their standard diesel engines, seemed to be doing alright. But with the demise of ALCo itself last year the units have been orphaned, and spare parts were beginning to become a problem.

The Denver and Rio Grande Western also purchased the diesel-hydraulics from Krauss-Maffei, but they immediately ran into breathing problems in the long tunnels of the D&RGW. They were sold to SP, who also reordered from K-M. All the foreign diesel-hydraulics have since been retired, and now the ALCos join them.