



REPORT

Issue 72

SAN DIEGO, CALIFORNIA September-October, 1970

GENERAL MEETING

ELECTION OF OFFICERS SLATED TO BEGIN
AT 7:30 PM ON OCTOBER 18th AT DEPOT!

This month's General Meeting will be an important one for the future of PSRMA. This meeting is the one which each year the officers for the coming year are elected. It is imperative that each Regular member be present to cast his or her vote. The meeting will be held beginning at 7:30 pm in the Safety Room of the Santa Fe Depot located at Kettner and Ash Street downtown.

Officers nominated for 1971 are as follows: **PRESIDENT** - George Geyer, H. Chalmers Kerr, Jr.; **VICE-PRESIDENT** - Dan Marnell, Dave Parkinson; **TREASURER** - Jim Lyster, 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.

At the meeting, each Regular member in "good standing" will receive a ballot. 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.

Program for the evening will be provided by Jerry Windle who will present for your enjoyment two 16mm color films. The first will feature the Denver and Rio Grande narrow gauge railroad which was shot early this summer. The second film will feature Union Pacific's 8444 on an excursion from Denver to Rawlins, Wyoming and return.

With great things in the future for PSRMA, your vote at this meeting can be very important in our future. Consider the candidates very carefully, then come to the meeting and cast your ballot for the "best man".....WE NEED HIM!!!!

SANTA FE STEALS AND STARS IN THE MOVIES

BIG DOINS

The little town of Justin, Texas, (population 705) in southwest Denton county and twenty-five miles north of the SANTA FE station in Fort Worth, was the scene of much activity about June 23rd, when the SANTA FE station there was used to represent a rural Texas station in the movie "Help Stamp Out Fairplay" - a role for which it was most suited. The movie is a satirical comedy of the old west, and stars Paul Ford, Robert Middleton and Barbara Hancock. It seems that the agent in Justin has an old surrey-but no horse. The movie company had lots of horses - but no surrey. An agreement was quickly reached. We understand that some of the more exciting events of the day occurred when a couple of freight trains went through the middle of the movie-making at some 60 mph - and both "Texas Chiefs" came through at about 90. One other high point was the aftermath of the fekkov from the movie company going to the only eating joint in town and ordering 60 hamburgers - to go. They haven't sold them much in years.

REPRINTED FROM THE "CLEARANCE CARD", Newsletter of the Southwest Railroad Historical Society of Dallas, Texas

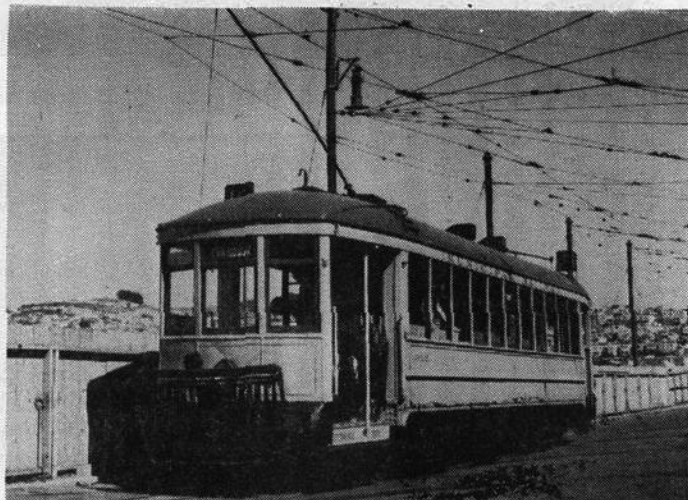
SAN FRANCISCO TROLLEY EXCURSION A SUCCESS!!

The PSRMA Trolley Trip held on Sunday, Sept. 6th was a success in many ways. First it was a sellout with 44 tickets sold before the excursion. Secondly it was an excellent San Francisco day with clear weather for the duration of the trip. Thirdly, the trip was extra special in that car #1 of the San Francisco Municipal Railway was the feature car for most of the trip and this car only runs on special occasions. The museum was honored in being able to schedule it. Fourth, for the benefit of railfans, the cars #1 and FCC car #1006, used as a running mate, were able to be stopped at almost any location for pictures whenever the people aboard decided. Fifth, the sellout enabled the trip to be extended for about 45 minutes. Sixth, the motorman and conductor were very cooperative. Seventh, the patrons of the trip were able to take lunch and rest breaks as desired and eighth, PSRMA was able to turn a profit for our treasury.

Indeed it was a good trip. Everything worked smoothly as planned. At first the people taking the trip were able to photograph the SFMRY work equipment such as car 0304, a tower car used in maintaining the trolley on private right-of-ways and tunnels; a C1 work car and O131 v ecker, used to tow or push disabled trolleys. These were available for photographers as well as in-service FCC cars pulling into and out of the Geneva Car Barn. The trip started about 10:15 am proceeding down the "K" line to the Twin Peaks Tunnel where car #1 wyeed and went out the "M" line. The "M" line. The "M" line is not used by streetcars on Sunday so photo stops were unrestricted and very interesting. One additional highspot on this line was a "high speed" run, perhaps 40 MPH or more on the private right-of-way near one of San Francisco's largest shopping centers.

After touring line "H", the car #1 wyeed in front of the Twin Peaks Tunnel and proceeded out the "L" line making several stops enroute including a short turnback wye on Taraval St. Also the car stopped on special trackage at the end of Taraval St. where normal cars (FCC'S) do not go. The "L" line was traversed again without photo stops for the benefit of Ted Grove who made a stereo reel-to-reel tape recording of Car #1's sounds including a portion with the floorboards lifted so that the sound of the traction motors, the grinding of the gears, the squeal of the wheels, surges of electrical power at each point of the controller all could be heard and recorded to the fullest advantage. Only a car such as Car #1 has these traditional sounds as the newer FCC type streetcars are relatively soundproof with the exception of the traditional trolley bell.

Continued on page 3

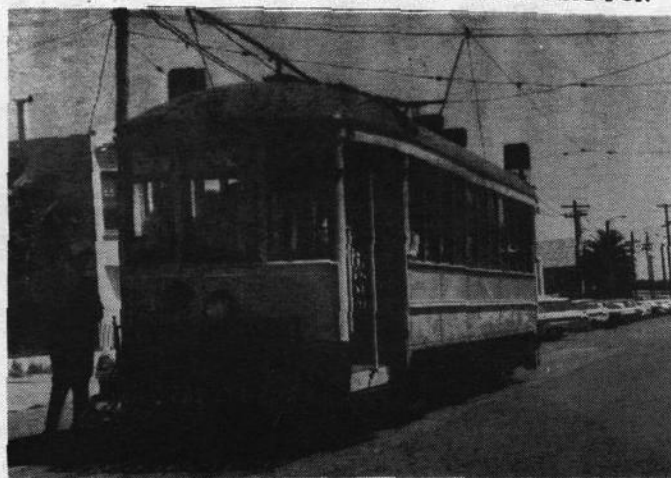


Car #1 ends its portion of PSRMA tour with San Francisco as a backdrop

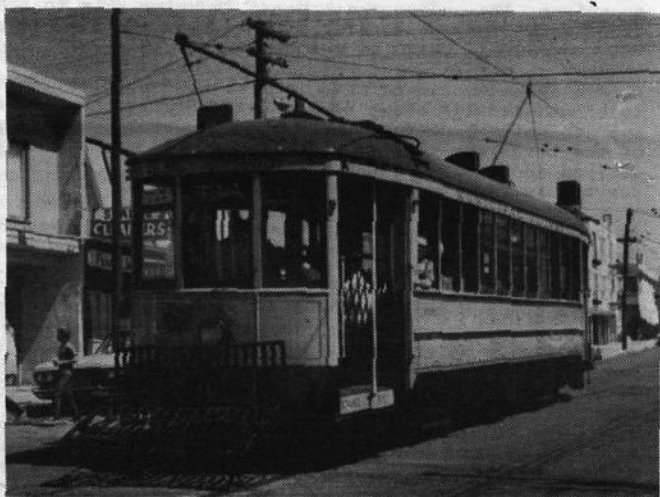
PSRMA'S TROLLEY EXCURSION OF SAN FRANCISCO AS SEEN BY THE CAMERA OF TOM MATSON



Car #1 at the end of the "M" line



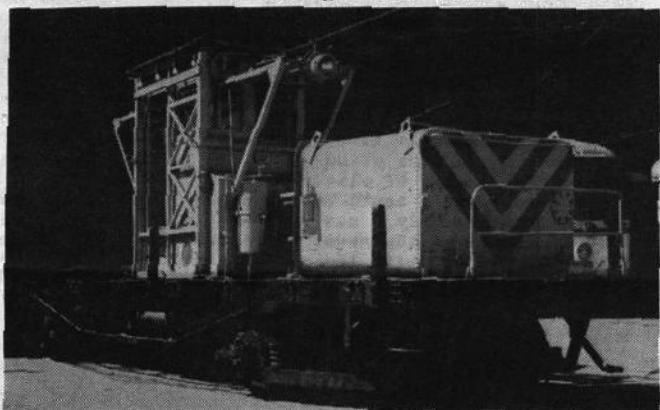
Car #1 on turnback at end of "M" line



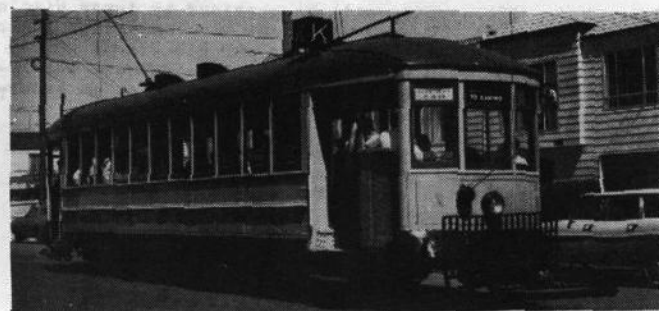
At end of Taraval St. on normally out-of service trackage covered on tour



#1 westbound on "L" line just west of Twin Peaks Tunnel on Ulolia St.



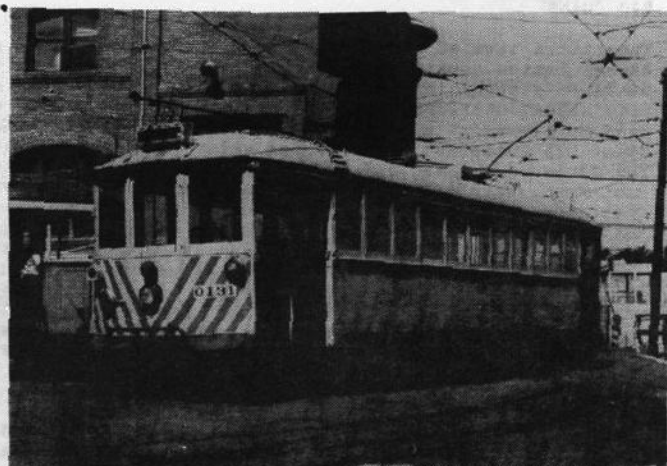
Tower Car #0304 at Geneva Car Barns



South end of "L" line at loop portion



Work Car C1 just outside Car Barns



Wrecker #0131 sitting in Geneva yards

Car #1 finished its run for the day by returning on the "K" line, taking the "K" line loop at the end and making a final run to its spot in the Geneva Car Barn with a brief pose with San Francisco as a backdrop.

The trip was not over yet as PCC car #1006 was ready for our motorman, Herb Nelson, to take out and see the remainder of the SFMRY system that Car #1 was restricted from covering. Car #1006 went out the "K" line through the Twin Peaks Tunnel and all the way to the East Bay Terminal. Returning from the terminal, the car went down Market Street by the Bay Area Rapid Transit District construction (with side of the road trackage in some spots) until Church Street where the Church Street line was taken until the end at 30th Street. In the process of going outbound on the Church Street line, the crossover just north of Market Street was used to let a regular service car pass us going outbound. This gave us time to have a couple of photo stops at some very picturesque spots. The "J" line is the hilliest line of the fove San Francisco streetcar lines. The return run of the "J" line was made to the 11th and Market Street short turn-back and then the "N" line was taken.

The "N" line branches off of Market and goes through its own "Sunset Tunnel" and on to the beach. This line was saved until the last portion of our trip due to the scheduling of a baseball game along our route. Several pictures were taken at the end of the "N" line and then it was a "speed run" to 11th and Market and onto the "K" line to the end returning to the Geneva Car House ending one "whale of a good trip!"

The overall success of the trip, which means we might schedule another next year, must be credited to George Geyer who originally presented the idea for the trip to the board. Obtaining permission for the trip, George made all arrangements with the SFMRY and conducted by the trip. George was aided by the traction committee headed by Tom Matson

gements with the SFMRY and conducted the trip. George was aided by the Traction Committee headed by Tom Matson and publicity by the REPORT Committee headed by Jerry Windle. The pictures and story for this issue of REPORT were provided by Tom Matson.

RAILROAD NEWS

CALLED ON ACCOUNT OF RAIN: On the night of September 9th Colorado's Rio De Las Animas Perdidas once again proved that it had not been misnamed. After cloudbursts in and around Silverton the ordinarily beautiful mountain stream became like a slice of a tidal wave as it raced down between the mountains which are its banks for miles. As most railfans know this can mean only disaster for the D&RG narrow gauge which has become one of America's greatest tourist attractions. It was on such a night that the Florence & Cripple Creek drowned, maybe not as deep, but as thoroughly as the Titanic. Though the line shows a profit on its two daily passenger trains during the vacation season, the D&RG may use the washout as an excuse to drop operations as it has been seeking a qualified buyer for some time. An estimated \$500,000 in damage was done with some four or five miles of track being swept away near Tacoma. Heavier rail was being laid and much of this washed away or was covered by mud slides. Service was naturally terminated for this season—and maybe forever. The big Labor Day holiday crowd in Durango vanished as though it, too, had been swept away by the waters when word was that the trains wouldn't be running. Unless service is restored, Durango will become like many of the old mines in the area—virtually worthless and ignored.

Sunday dawned bright and beautiful, and over at Chama, N.M., the whole future looked brighter. The first train in nearly three years steamed into town with some 5,000 people there to greet it. With two cars of ballast ahead to test the track, a locomotive pulling a work car and a box car loaded with two governors and other dignitaries arrived at the ancient depot that may yet see its busiest days. The occasion was a salute to the Cumbres and Toltec Scenic RR which has taken title to the abandoned line between Antonito and Chama. Great vocal promise was made for the operation which is finally materializing after several years of effort by many. If the Durango-Silverton line is left to the dam builders, the C&TS may be successful far beyond its founders' wildest dreams. But who could enjoy the inheritance of loved ones who had to die?

REPRINTED FROM THE "BULLETIN BOARD", newsletter of the Trinity Valley Railfans Club of Fort Worth, Texas

REPORT MISCELLANIA

We didn't forget last month's **REPORT**. Time just got short so we decided to combine the September-October issue in order to provide good coverage of the first PSRMA trolley excursion which appears in this issue. Hopefully, we will be back on schedule in November with our monthly issue.

Thanks to Gary Johnson for his picture of San Francisco Muni Car #1 which we used in the last two issues of **REPORT**. Each time we overlooked Gary in the caption so here's our thanks for letting us use the picture.

PSRMA's annual banquet and installation of officers held each January will feature movies and slides of the museum's history at the 1971 banquet. Program chairman Kent Anderson is requesting that any members who have slides and movies of past museum activities contact him so they can be included in the program which should be an interesting one.

It has been reported that the SD&AE has begun accepting bids for the removal of the Coronado Branch of their line. Once the contract is let, the contractor will have 15 days to remove all rail and hardware from the line. The removal will be by roadside so there will be no more trains on the line. Another part of San Diego's history will become a memory along with the ferries.

TRACTION REPORT

WORK PARTY

Now that school has begun and vacations are a memory, the Traction Committee has begun to function on a busy schedule. The most immediate project of the committee is the restoration of PSRMA's line truck from the San Diego Electric Railway. Last fall, a coat of primer paint was applied to protect the wood in the tower portion of the truck but there remains a lot of work to be done before the truck can be used by the museum for display. This included wood priming and painting, engine work, metal restoration and electrical wiring. Any of you have a bug about old cars should really get out and take a look at our antique truck. The next work party is scheduled for Oct. 24th beginning at Bob DiGiorgio's, 10158 Buena Vista Drive, Santee. Interested? Contact Bob at 448-6161 or Tom Matson at 273-8951.

CALENDAR

October

18 - General Meeting, 7:30pm, Safety Room AT&SF Depot

November

3 - Board Meeting, 7:30 pm, San Diego Trust & Savings
8 - Flea Market, 10 am, May Co. Parking lot, Mission Valley
14 - Puerto Penasco Excursion for Chula Vista Chamber of Commerce

At long last the Santa Fe Yard Office has been completely removed from the yards adjacent to the depot. The job of this removal took twice as long as anticipated. The main reason for the slow removal is the participation of members in our activities. During the entire 4 or 5 weeks scheduled, only three or four persons showed for each work party. This type of attendance has been very disheartening for those who were big for the Jacumba Land proposal. It has forced the board to step back and judge the effects and causes for the poor turnouts at these and other work parties. If and when PSRMA locates a home, the membership will be required to be present to help construct our museum from the ground up. It will be up to you as a member of PSRMA to "become involved" in the building of the biggest railroad museum in Southern California.

by John Hathaway

And that does it for a SOUTHWEST CORNER for this month. Chances are, most of these predictions will never materialize (thank goodness, in some cases), but it would be interesting if just a couple did! ifh