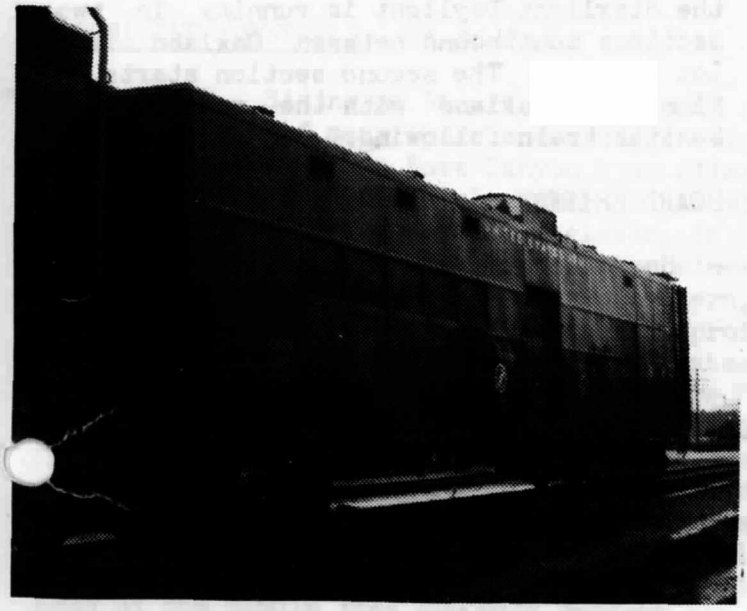
25¢
DONATION

REPORT

ISSUE 100 SAN DIEGO, CALIFORNIA JAN.-FEB., 1974

WOW! REPORT IS 100 ISSUES YOUNG!



EMERGENCY FUND DRIVE - NEW ROSTER OF MEMBERS - TROOP KITCHEN CAR

This issue includes a brochure for an emergency fund drive - a drive which, if successful, will bring to PSRMA and the Bicentennial Celebration a full size operating steam locomotive. The task is awesome but the reward is out-of-this-world.

A roster of members, provided by Herb Ruiz, is also included in this issue. It lists all 1973 members plus 1974 members who did not belong last year. The 1974 membership drive is still underway and a membership form comes with this issue.

On this page is a picture of a United States Army troop kitchen car which arrived about January 14 at Oceanside for delivery to PSRMA.

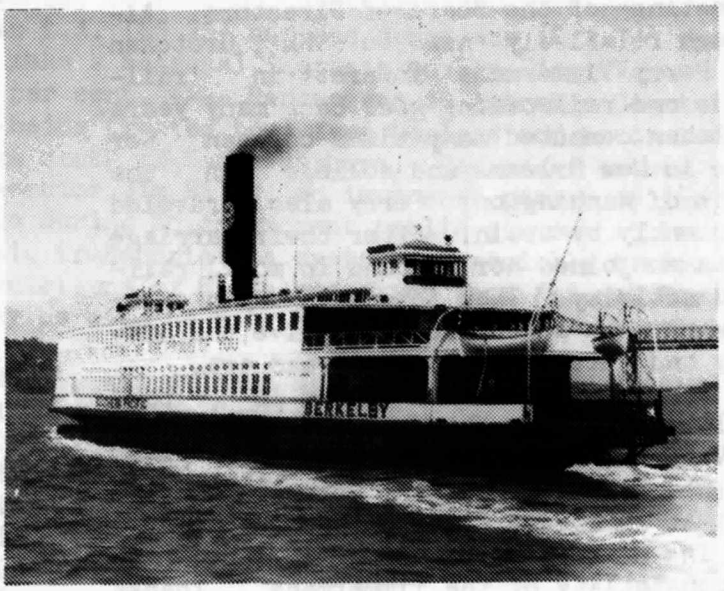
TICE: Excursion Committee member George Geyer announces tentative plans for a bus excursion, May 5, to Busch Gardens. Save the date and save about $7.50 for the fare.

REPORT HAS 14-YEAR HISTORY

Report was first published on January 5, 1960. Its mission was to report a series of meetings which resulted in the formation on April 16, 1961 of the San Diego County Railway Museum, predecessor to the Pacific Southwest Railway Museum Association, Inc.

This Report is Issue 100. That's the truth - almost. Someone goofed! Two separate issues of Report were numbered No. 91. Let's tag them "91" and "91A." OK? So this is Issue 100!

Congratulations to all who have contributed to the success of Report. This includes those mentioned in the last issue as well as Chop Kerr, Dick Pennick, Herb Ruiz and B.V. Parks who provided copy for Issues 99 and 100. Thanks also to Jerry Windle who remains as circulation manager.



FERRYBOAT BERKELEY
See story on page two

FERRYBOAT "BERKELEY" GRACES SAN DIEGO WATERFRONT

At about 8 a.m., Sunday, June 3, 1973, the ferryboat BERKELEY arrived at B St. Pier in San Diego to become part of the Maritime Museum Association of San Diego's growing collection of famous ships.

Weatherbeaten and with the lower decks completely boarded up, the BERKELEY looked somewhat forlorn. However, its dignity promised to return as the Association proceeds, slowly but surely, with restoration.

Already, the BERKELEY has become a landmark of the Port of San Diego, resting as it does alongside the famed STAR OF INDIA and the steam yacht, MEDEA.

The BERKELEY, built in 1898 by the Union Iron Works in San Francisco as the first "double-end ferryboat on the Bay to be propelled by a screw, spent nearly sixty years in Southern Pacific service," according to George H. Harlan in his book, "San Francisco Bay Ferryboats."

The BERKELEY spent its final years carrying train passengers between the Ferry Building and the Oakland Mole. Soon after closedown in 1958, she was moved to Sausalito as the floating store, "The Trade Fair."

Last year, the BERKELEY came to San Diego to be a museum piece and to house maritime exhibits.

REPORT EDITORS ARE APPOINTED

Mr. & Mrs. Perry Timmermans were appointed editors of REPORT at the February 5 meeting of the Board of Directors. Although relatively new to PSRMA, Gretchen and Perry Timmermans' interest in railroads and railroading goes back many years. Gretchen commuted many times between her home in New Orleans and college in the State of Washington; Perry also traveled frequently by train. After their marriage Gretchen joined her husband in model railroad activity. They joined PSRMA in order to work with others to keep alive the history and culture of the railroad era.

Gretchen, who has a degree in psychology, works in the pain unit in the U. S. Veterans Hospital in La Jolla; Perry teaches in the Behavioral Sciences department at San Diego City College.

The next issue of REPORT will be the responsibility of the Timmermans. Thanks to them for accepting the editorship.

LAST MINUTE NEWS ITEMS

Star & Crescent Boat Company has a new color scheme, blue and white with a touch of red on the funnel. The M.V. Monterey, last of the squareheads which ran to North Island, has been remodelled into an excursion boat.

Last weekend, Amtrak's "San Diegans," were running 9 cars, eight coaches and the lounge-baggage car. Except, that is, for 770 and 775. They had two additional coaches. Twelve cars have been the maximum observed recently. All trains appear to run six or more cars.

More often than not, Report is told, the Starlight/Daylight is running in two sections southbound between Oakland and Los Angeles. The second section starts on time from Oakland with the usually late Seattle train following.

BOARD BRIEFS Feb. 5, 1974

- Heard about fire damage to Kitchen Car while at Oceanside and again while entering the Miramar N.A.S. Damage is estimated at $200.
- Security lighting is being considered at Miramar to prevent repeat of vandalism. (Windows were broken recently.)
- Decided to apply for space in Trade Mart area of the Del Mar Fair.
- Donated U.S. Army diesel locomotive at Ogden will need to be shipped by flat car. Cost will be about $2000.
- Project Bootstrap, a fund-raising project, will be implemented.
- French locomotive project was discussed.
- Staff vacancies are: purchasing & stores, public relations, and ways and means.
- Miramar Museum site beautification project has been completed.
- The Depot will need to insure the Rock Island locomotive.
- Miramar will renew track lease but at a different location.
- Restoration of Car 1509 is now planned.

REPORT, official publication of the Pacific Southwest Railway Museum Association, Inc., is published monthly or bimonthly. PSRMA president: Chalmers Kerr, Jr.; Board Chairman: Richard Pennick; acting Report editor: Eric Sanders; Report circulation: Jerry Windle. Museum address is: P.O. Box 12096, San Diego CA 92112. Dues are: $10 regular, $3 contributing. Report subscription is included in the dues.

MEMBERSHIP NEWS by Herb Ruiz

With the sound of the whistle, PSRMA is off to a great year in 1974. The combined membership numbers over 140 railfans. We are supported in every area, from a locomotive engineer to the brakeman, and with a fireman, a doctor, a waitress, and many willing passengers.

Enclosed with REPORT is a MEMBERSHIP APPLICATION - RENEWAL FORM. If you are a member please pass it along to someone else. If you have not mailed your 1974 dues or wish to update the form, please mark the things you wish to do and send it in as soon as possible. Mailing of the REPORT will be cut-off for members who do not renew by April 15, 1974.

DISPATCHER WILL BE PUBLISHED AGAIN TO BE SPONSORED BY PSRMA

After six years of inactivity the Dispatcher will come to life again. Through Issue 51, Dispatcher, a nonprofit newsletter published by Doug Duncan and Eric Sanders, was sponsored by the Railway Historical Society of San Diego, Inc. Effective with Issue 52, the Dispatcher will be published under the aegis of PSRMA.

Previously, a subscription to Dispatcher was included in a RHSofSD membership or it was available separately. The PSRMA sponsorship will not extend to subscriptions. Initially, Dispatcher will be available to anyone at three issues for $1, six issues for $2, or individual issues at 50¢ each. All prices include sales tax, a measure necessary because frequency of issue will not meet the quarterly standard, required of periodicals.

Frankly, frequency of publication will depend on the editor's energy, time availability, and assistance with editorial and circulation chores.

Continuation of Dispatcher will also depend on financial support. Delivery of issues is guaranteed or advance payments will be returned.

Send your $1 or $2 to Dispatcher, 7861 Normal Avenue, La Mesa CA 92041. Expect the first issue in the next 10-15 weeks. It will feature either a 1967-1974 news roundup or another part of R. V. Dodge's, "Baja California Railroads."

Thanks to PSRMA for sponsorship, bulk mail availability and encouragement. Dispatcher, the editor hopes, will continue to be a publication which will provide a service, particularly to the railfan of the Southwest Corner. While continuing as an independent nonprofit operation, it will be subject to a financial check by PSRMA and will be responsive to editorial suggestions from the board and members.

50 IS STILL AROUND (IN 1960)

As recently as one year ago San Diego & Arizona Eastern locomotive #50 was in the Bay Shore yard. Even today this locomotive may still be around - although in a junk yard. In December, usable rail was removed from San Diego streets.

With the passage of time, acquisition of railroad equipment becomes increasingly difficult and prospects for a San Diego County Travel Town and/or an operating rail museum appear to dim. It appeared to Douglas Duncan, Charles Gerdes and Eric Sanders that interested persons should meet and review the Museum situation. A letter of invitation was written and a mailing list was hastily compiled. If YOU did not receive a notice, please consider this report as a belated but cordial invitation.

(Editor's note: The above story appeared in Issue 1 of Report, January 5, 1960, published as a service by Dispatcher.)

THE CURRENT SITUATION
BACKGROUND - WHAT ABOUT LAND?

(Editor's note: Following are two excerpts from Issue 2 of REPORT, a chronicle of San Diego County rail museum activity, published "in the public interest" by Dick Pennick, dated October, 1960.)

.....It wasn't until 1959 that the possibility of a "Traveltown"-type of operating and stationary museum exhibit actually began to activate the imaginations of a small group of Society members. 1

Twelve interested persons met on October 18, 1959 to exchange ideas on the possibility of an operating museum, and attempt to determine a plan of attack. Out of that meeting came many interesting ideas but we were still no closer to a solution. Since

(Continued on page 5)

VIEW FROM THE CUPOLA H. Chalmers Kerr, Jr., President of PSRMA

BICENTENNIAL UPDATE - PSRMA's proposed HISTORIC RAILROAD EXHIBIT received a shot in arm during December '73. The proposal was enthusiastically received and unanimously endorse as a Bicentennial Committee project for the City of San Diego. The keystone of the exhibit, the Liberation Mikado, is one step closer to San Diego. The French Ministry of Defense donated loading at French Naval facilities in Brest, (France's San Diego...). This contribution has a $12,000.00 value. Word received from the French National Railways has tempered our elation. The S.N.C.F. donated the 141R1199 three years ago and they have been patient with PSRMA, realizing the difficulty and expense of shipping a fully erected steam locomotive. Nevertheless, the S.N.C.F. will rescind the donation if we do not take delivery by 30 April. That gives us only six weeks to make all the necessary arrangements. The cash need is still large. To unload in San Diego will cost $6,100.00 using Smith-Rice equipment and $2,000.00 to pay the S.N.C.F. to refurbish the locomotive in their shops prior to shipment. It is tragic to be so close to success and then to fail... Well, PSRMA doesn't have failure in its vocabulary. If any of you have information of sources of immediate cash donations or loans, please contact Chop Kerr on 291-4787.

ANNUAL DINNER - The Year of the Tiger - 1974, was launched auspiciously for PSRMA when seventy-seven persons attended our annual bash...Truly, this large attendance is a strong vote of confidence in PSRMA. The Association is alive and kicking! Don't you all agree? If membership commitment and participation continues at a high level during 1974, we will achieve our objective of establishing an operating public museum of railroading in San Diego County.

UNTAPPED POTENTIAL - Many of you may not realize it, but California has the largest number of rail enthusiasts in the 50 states. Professor Imre E. Quastler, Transportation Geographer at San Diego State University, was guest editorialist in the February '74 issue of TRAINS magazine. His article "Where can the railroad enthusiasts be found in the U.S.?" shows that the Golden State has 10 percent of the nation's rail enthusiasts. With that in mind, PSRMA should try and capture as members some of these individuals. If you have any ideas about how to get the word to those afficianados, please let your Board know.

1973, A WRAPUP - Here is a capsule Annual Report on PSRMA-1973 and a preview of what to expect during 1974.

Nineteen seventy-three began with $4,148.35 in the bank. Receipts from memberships, donations and special actives = $6,489.55. Expenses = $7,008.46. End of year balance was $3,629.44. Not bad, but not good either, as funds were not accumulated for land acquisition and museum development. The Land Fund contains a meagre $1,500.00.

Membership at year's end was 67 regular and 76 contributing. A slight decline from a peak of 160 in 1972. Membership turn-over is high. If all members since our beginning in 1961 were still members, our roster would list over 450 persons. Hopefully, after the permanent museum is established our membership will steadily increase. I believe the high rate of back sliding is directly related to each individuals level of (or lack of) participation in PSRMA activities. Without involvement, interest evaporates...

One year ago I was overly optimistic about leasing land in Campo. As most now know, that project crashed and burned in the Spring of '73. Nothing promising has surfaced since. Several parcels have been investigated, but each had faults that PSRMA couldn't live with. The energy crunch may suggest we locate a site closer to the metropolitan area, perhaps reducing the scope of operations during the mid-term and concentrate on consolidation of our resources in a smaller location. But, keep searching for the "ultimate" spot meeting PSRMA's long range objectives.

Special activities were numerous in '73: mountain RR'ing at Ollie Johnson's; fun and games at General Dynamic's Missile Park; the Fair at Del Mar; 'Frisco Muni streetcar outing;

NOW OR NEVER!

LIBERATION MIKADO 141R1199

Liberation Mikado
Class 141R
Built by the Baldwin Locomotive Works in 194
SN 73048
Road Number 141R1199
In Operating Condition
1,629,000 km of Service
Locomotive Length 80 feet
Locomotive Weight 153 tons

Color Green and Red
Cast Steel Monobloc Frame
Box Poc Drivers 65 inches in Diameter
Timkin Roller Bearings
Tractive Effort 44,500 lb
Steam Pressure 220 psi
Cylinder Diameter and Stroke 23 1/2 x 28 in
1 Burner

HANDS ACROSS THE SEA - - IN REVERSE! Three years ago on 7 April 1971 word was received from the Société Nationale Des Chemins de Fer Francais (S.N.C.F.), the National Railway of France, that the Pacific Southwest Railway Museum Association, Inc. was to receive donation of a U.S. built steam locomotive. Monsieur A. Segalat, Le Président du Conseil D'Administration of the S.N.C.F. said "... in making this gift of a locomotive to a United States museum, in San Diego, the French Railways were happy to show once more their feelings of gratitude toward the United States, the U.S. having given them this locomotive at a time when the French were surmounting grave post World War II difficulties." PSRMA, Inc. is the only museum in the United States to be honored with a donation...

Liberation Mikado 141R1199 is an example of the locomotives that "helped rebuild a nation." Between 1945 and 1947 the United States supplied 1340 of these locomotives to France to aid them with reconstruction of their industrial capacity that had been devastated by World War II The donated locomotive is the only one of its class to return "home" to the United States.

WE NEED YOUR IMMEDIATE HELP! This equipment acquisition project is probably the most important and ambitious in PSRMA's history. Previous fund raising campaigns have successfully saved other items of historic railway equipment. Through the generosity of individuals and business firms PSRMA can again be successful with a major preservation project. This may not be the ideal time to raise funds, but once-in-a-lifetime opportunities as this one often do not come at ideal times.

The S.N.C.F. has been patient with PSRMA, giving us three years of free storage while we arranged for shipment of the 141R1199. UNFORTUNATELY, OUR TIME HAS RUN OUT... PSRMA MUST TAKE DELIVERY OF 141R1199 ON OR BEFORE 30 APRIL 1974 OR THE LOCOMOTIVE DONATION WILL BE WITHDRAWN!

TO MUCH TO LOSE - - - If PSRMA fails in this task there will be severe reprocussions, e.g.:

1. A tragic end to an international goodwill project.
2. A wasted three years of hard work.
3. Loss of face in San Diego and at the highest levels of government in the United States and France.
4. Scrapping of PSRMA's HISTORIC RAILROAD EXHIBIT for the American Revolution Bicentennial Celebration.
5. Killing of PSRMA's hope of fulfilling its public service and educational functions during the next 2 1/2 years on the San Diego Embarcadero.
6. Jeopardizing PSRMA's future chances of receiving financial aid for other important projects, such as, land acquisition and museum development.

THE BUDGET - - - Costs involved in transporting the historic steamer from France to San Diego are enormous if cash payment is expected for each service. However, donations of services have reduced the actual out-of-pocket expenses to a manageable level. The project budget is as follows:

1. Ocean shipment.....	$11,000.00	(Donation obtained in March 1973 by the Federal Maritime Commission)
2. Loading in France.....	13,000.00	(Donated in December 1973 by the French Ministry of Defense)
3. Painting of the locomotive... in the S.N.C.F. shops for the Bicentennial Exhibit	2,000.00	(Cash required)
4. Unloading in San Diego.....	6,500.00	(Cash required)
5. Fitting with AAR couplers....	1,000.00	(Cash required)
6. Santa Fe Railway movement....	1,500.00	(May be donated or at a reduced cost)
7. Custom House Broker.....	500.00	(Cash required)
TOTAL CASH NEED.....	$11,500.00	

CASH NEEDED BY 20 MARCH 1974 - - - $ 2,000.00

CASH NEEDED BY 1 MAY 1974 - - - - - $ 9,500.00

As of 14 February 1974 about $750.00 has been donated. PSRMA, Inc. will go over-the-top if each of its 150 members obtains $76.00 in donations.....

It can be accomplished by soliciting donations from your family, friends, employers, business contacts, service clubs and of course your personal contribution too. An acceptable source of revenue is a loan to be repaid within the next three years.

Don't forget, all donations to PSRMA, Inc. are state and Federal tax-deductible. Your generous support for this urgent appeal will be sincerely appreciated.

****

NAME_____ DATE_____

STREET_____ CITY AND STATE_____ ZIP_____

AMOUNT DONATED $_____ AMOUNT LOANED $_____ LOAN PERIOD_____

Please make all checks and money orders payable to PSRMA, Inc.

SEND TO: PSRMA-HANDS ACROSS THE SEA, P.O. BOX 12096, SAN DIEGO, CALIFORNIA 92112, U.S.A.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

MEMBERSHIP APPLICATION - RENEWAL FORM

The goal of the Pacific Southwest Railway Museum Association, Inc., is the establishment of an operating railroad museum within San Diego County. Although this may sound like an ambitious dream, PSRMA has already taken the first giant steps towards realization of this goal.

PSRMA was incorporated as a California, non-profit educational corporation in 1964. Following the receipt of a Federal tax exemption certificate in 1966 the collection of PSRMA historic rail equipment began to grow. Today PSRMA owns six steam locomotives, two passenger cars, six freight cars, a 1931 rail bus, an electric railways line maintenace truck, and numerous other historical items.

The next, and final, giant step facing us is the acquisition and development of the permanent Museum itself. This is where you can help:

We need the continued support of the local community and the railfan following as a whole. Please consider joining us. Regular memberships, which include the right to hold office, are open to anyone over 18 years of age. Annual dues are $10.00 a year. Contributing memberships, open to all, are $3.00 a year.

If you do elect to join us, please take a few minutes to fill out completely the form on the reverse side. Let us know what your interests are and let us know how much you can actively participate (if at all) in obtaining our goals.

PSRMA does need your continued support, and we ask you to help out in any way you can and join us!

PLEASE MAKE YOUR CHECK OR MONEY ORDER FOR THE APPROPRIATE AMOUNT OUT TO PSRMA, INC., AND MAIL IT WITH YOUR COMPLETED FORM TO:

~~JOHN F. HATHAWAY~~
DIRECTOR OF RECORDS & PERSONNEL

Herbert J. Ruiz
8029 Longdale Dr.
Lemon Grove, CA 92045

PLEASE TAKE A FEW MINUTES AND FILL THIS FORM OUT COMPLETELY:

NAME ____
(last) *(first)*

ADDRESS ____
(street, apt. #) *(city, state)* *(zip #)*

PHONE # ______________ OCCUPATION ______________________ AGE ______

I WOULD LIKE TO BECOME A: [] REGULAR MEMBER []CONTRIBUTING MEMBER

WHAT AREAS OF RAIL HISTORY AND/OR OPERATIONS INTEREST YOU:

2[] STEAM LOCOMOTIVES

3[] STREETCARS (TRACTION)

4[] DIESEL LOCOMOTIVES

5[] ROLLING STOCK

6[] HISTORIC DISPLAYS

6A[] OTHER (PLEASE SPECIFIY

____

____

1[] YES, I AM WILLING AND ABLE TO ACTIVELY PARTICIPATE IN HELPING PSRMA REACH ITS GOALS (ACTIVE PARTICIPATION IS NOT A REQUIREMENT OF MEMBERSHIP, HOWEVER).

IF YOU CAN HELP US, PLEASE INDICATE WHICH AREAS BELOW YOU WOULD BE MOST INTERESTED IN WORKING IN:

7[] EQUIPMENT RESTORATION/MAINTENANCE

8[] MUSEUM FACILITY DEVELOPMENT

9[] RAILROAD MECHANIC

10[] LOCOMOTIVE OPERATING CREW

11[] TRAIN OPERATING CREW

12[] STREETCAR OPERATING CREW

13[] MONEY RAISING PROJECTS

14[] PUBLIC RELATIONS AND PROMOTION

15[] EXCURSION OPERATIONS

16[] EDUCATIONAL PROJECTS

17[] PSRMA PUBLICATIONS

18[] PSRMA STAFF POSITION

PLEASE NOTE BELOW ANY AREAS NOT MENTIONED YOU WOULD BE INTERESTED IN. ALSO USE THIS SPACE TO LIST ANY SPECIAL SKILLS OR TRAINING YOU HAVE THAT YOU FEEL WOULD BE USEFUL TO OUR ORGANIZATION. THANK YOU FOR YOUR INTEREST AND COOPERATION.

ADDITIONAL COMMENTS: ____

____

____

+ +

office use only: []*Report* []*card* []*package* []73 []74 []75 []______

VIEW FROM THE CUPOLA continued.

and the Puerto Peñasco excursion. A big thanks to each and all of the dedicated volunteers who made these activities possible.

Public relations is the well spring of an organization's community success and growth. During 1973 PSRMA made the news in: model railroad magazines (two times); rail fan magazines (four times); San Diego newspaper (numerous times); radio and TV; COMBO; and via the Depot Restaurant. A good year, but we can do better in 1974.

The heart of a museum is the depth and breadth of its collection of artifacts. PSRMA is continuing to acquire items until all available storage space is utilized. Track for RR rolling stock is fully committed, but space is available for lesser memorabilia. Major acquisitions this past year were: USA 45 ton diesel electric switcher; Santa Fe observation car; USA troop kitchen car; a sand blasting rig; RR engineering books; a collection of annual passes; passenger car air conditioning and electric generating gear.

Operations have been limited mostly to work parties. Several important tasks were completed, such as, relocation of the S.D. streetcar body from Lake Morena to Campo(just in time to miss the big fire...); the reefer was painted; NAS Miramar landscaping was completed; protective additions were placed on our rolling stock to discourage vandalism and various materials were relocated to members property for safe keeping.

The American Revolution Bicentennial Project was launched. You may ask, why was another money and manpower consuming project undertaken? Well, it offers PSRMA outstanding PR potential; will allow PSRMA to meet its educational requirements; possibility of attracting money; introduces us to the Community; will help retire car 1509 debt; and most important of all, the exhibit will offer an opportunity for <u>all</u> PSRMA members to participate.

Vandalism was a spectre during '73. The Shay lost glass and a door, car 576 had every window on the south side broken... The final blow occurred when the kitchen car was broken into by a "knight of the road," while stopped in Oceanside. This bum started a fire that really messed up the car's interior. Hopefully in '74 our luck will improve.

No steam ups or organized member training were possible in 1973. Too bad, but not fatal. Staff vacancies still exist in several important areas, these must be filled in 1974.

Thanks again for your support during the past year. If we all work a little bit extra during 1974 our expectations for PSRMA will be realized.

1974's Goals - 1. Develop and execute a viable strategy for getting on with the business of building the museum, 2. increase membership by 25 percent, 3. launch major fund raising, 4. set up the Bicentennial exhibit, 5. a bigger and better Del Mar Fair booth, 6. new and interesting special activities, 7. Puerto Peñasco excursion, 8. complete preventative maintenance and restoration tasks and 9. fill staff vacancies, which include: Public Relations Head, Publications Department Head, Stores and Acquisitions Director, Ways and Means Committee Chairman and others needed to flesh out our staff functions.

<u>100TH ISSUE OF REPORT (Continued from Page 3)</u>
that time several more meetings have been held, the most recent one on October 9 of this year.....Individuals are at present seeking suitable land for the museum project. Realtors are being canvassed. Land owners are being contacted. Every lead, however small, is being followed up. Used railroad rail, spikes, and other hardware are being collected and stockpiled. Land is the major problem, however, and from recent reports, "problem" is an understatement.....According to some realtors in the San Diego area, land of a type and price range suitable for our needs is not likely to be found within a thirty-five mile radius of San Diego. The Museum Committee has expressed willingness (Continued on page 8)

MUSEUM NEWS by Dick Pennick

ARMY KITCHEN CAR ARRIVES

Our latest acquisition, one of only 400 such cars built for World War II troop train service, is now at Miramar and from the standpoint of functionalism, it's a beauty! The unfortunate fire damage that occurred enroute to San Diego was limited to one end and is repairable. Inside, there is a huge wood (or coal?) stove with "U. S. ARMY" cast on the front, a half-dozen bunks, sink, large refrigerator, cupboards, water heater, a wooden picnic-style dining table and a commode. It even came complete with new batteries. Check the trucks underneath. You won't see that style very often. Wheels appear to be almost new. These cars were used in conjunction with another special WW II car, the Troop Sleeper, examples of which still exist here and there. Repairs to the damaged portion will begin soon. Eventually, if not soon, the car will be used as not only a unique Museum exhibit but also as crew quarters for Museum volunteers when we have a museum site of our own. We may even have hot coffee at our next work party! After the shrub planting, several of us secured the car to deter vandalism and Buck Hathaway took the batteries home with him to see if they would take a charge.

SOLANA BEACH WORK PARTY A SUCCESS

On December 9, a complete air-conditioning system and most of the air brake system was removed by Museum members from the underbody of one of the ex-Union Pacific coaches set up as shops in Solana Beach. Through the courtesy of owner Mr. Parker Wolfe, San Diego real estate investment broker, these parts were donated to the Museum for eventual use on our own ex-U.P. chair car 576, presently at Miramar. Lending a helpful hand were: Buck Hathaway, Bill Newland, Jim Lundquist, Jeff Pennick and Dick Pennick. Bill provided the truck and trailer to haul the items to Miramar, as well as the cutting torch to aid in removal of some of the parts. Member Wally Barber loaned a set of large socket wrenches. It was a long day with the parts finally unloaded at Miramar by about 7 p.m. Since it was after dark, the base security people descended on us in force to find out what we were up to. Eventually, we convinced them that we really did have a legitimate reason to be there. For a while, though, it looked like the stockade for all of us.

VANDALS DISCOVER MIRAMAR EQUIPMENT

After almost five years of relatively trouble-free storage at Miramar N.A.S., someone threw the first stone and a chain reaction began. All but two of car 576's windows on the blind (south) side have been broken by hand-thrown rocks, evidently by children. As if that wasn't enough, the cab door on the fireman's side of the Shay had been kicked in and all windows on that side broken out. Fortunately, no damage occurred inside the cab, but it probably would have been only a matter of time. The following Wednesday, Bill Newland, Jeff Pennick and your Superintendent thoroughly boarded up and secured the Shay cab and car 576, and no problems have been noticed since. The directors are discussing the possibility of installing a night light soon to further deter any future problems. We also hope to erect an informative sign along the street, identifying the display. In summary, these problems are all the more reason why it is so important that we get located onto our own land just as soon as possible. Lack of money is all that really stands in our way.

PLANTING TIME AT MIRAMAR

On Saturday, January 19, sixteen members, wives, children and friends joined forces to accomplish the necessary but incredible task of planting 85 donated shrubs along the north side of the Museum's leased storage track at Miramar N.A.S. If you recall, the terms of this track lease were that no monetary fee would be charged, but that in lieu of this, certain beautification be required. This requirement is now fulfilled and we

can wholeheartedly thank the following generous, hard-working people for a job well done: Perry, Gretchen and Alex Timmermans; Chuck Shramek; Rex and Liane Little; Kathleen Aswell; Buck Hathaway; Rob and Mickie Sides; George, Karen and Caroline Mazzara; Ron Milot; Ron Zeiss; and Dick Pennick. Work began at 9 a.m. and by noon the job was done. The plants were graciously donated by a wholesale nursery in La Mesa. A picnic lunch was provided by the Museum.

HELPING HANDS

If you would like to be placed on the Museum's "Helping Hand" list, please contact your Superintendent at 9584 Upland Street, Spring Valley CA 92077 (463-2276), and you will be notified when Museum work is planned that requires a helping hand. Each year, at the annual banquet in January, the Museum honors the "Helping Hand of the Year" as selected by the Museum staff.

AROUND THE TURNTABLE (1-30-74) by Dick Pennick

SANTA FE ---- Siding at Stuart Farms, north of Oceanside, has been abandoned and is being pulled up, one of many spurs and sidings being discontinued along the Coast Lines. The old spur at Elvira, in Rose Canyon near Gilman Drive, is also gone. The rail joints in the latter were the old-style Weber joints with wooden blocks, a style dating back to the turn of the century. ---- Mike Eagleson, in his column in a recent issue of "Railroad," poses the question that has been on the minds of many of our members: how is it that some profit-motivated railroads like the Southern, Clinchfield, Denver and Rio Grande Western, Union Pacific and Canadian National find profitable promotional and public relations material in the active exploitation of the steam locomotive; whereas other equally profit-motivated lines, like Santa Fe and Southern Pacific for example, continue to ignore the tremendous P.R. and sales value wrapped up in a live, working steam locomotive. Eagleson suggests "when huge crowds show up at a station to see a steam train, that's the time to hit them with an introduction to your latest piggyback car or high-capacity, cushion-en-end boxcar." Seems a train made up of a steam locomotive and several converted chair cars displaying industry-oriented promotional material (sort of an industrial Freedom Train) would more than offset the cost with increased shipper response and public awareness of the really fine job rail freight can do with almost any commodity.

AMTRAK ---- New fare increases are in effect on through trains from San Diego to Portland or Seattle. Portland fare was increased from $49 to $52, and Seattle-bound passengers will pay $59 rather than $54. Coach fares to L.A. ($5.75) and San Francisco ($23.50) remain unchanged. Indications are Amtrak may make a seasonal increase on San Diego-Vancouver this summer. Could be as much as 20 per cent. ---- Passengers on Amtrak's Coast-Daylight between L.A. and San Francisco are being treated to a free topless and bottomless show at a nude bathing beach along the tracks south of Santa Barbara. Passenger counts are reportedly on the increase. ---- State Senator Jim Mills, an impressed passenger in the cab of our Shay one day several years ago during an infrequent public steamup at the Crosby Street spur, is a firm backer of public transportation systems, especially trains. If a pending Senate bill passes, deleting deductions of State gas taxes from federal tax returns, Mills suggests that this extra money be used to bolster Amtrak passenger service.

S.D.& A.E. ---- Train 452, the eastbound freight, was delayed at Tecate, B.C. for about one and one half hours last October due to a fire at the Crestwood Mfg. Co., whose plant was near the tracks. ---- Jay H. Long, vice president and general manager of the SD&AE and at one time president of the Tijuana & Tecate Ry., retired last fall as Assistant to the Vice President of System Operations, Southern Pacific Transportation Company., ending a 40-year rail career. ---- New spur built last August for Whitaker Corp. in La Mesa, necessitating widening cut in industrial center. Company builds marine rescue vessels. ---- Line plans to continue with its on-going rail replacement program this spring. "Standard" rail weight on El Cajon branch is now rumored to be 113 lb./yd.! This new

AROUND THE TURNTABLE Continued

standard would presumably affect any rail replacement on the branch. Rail on the mainline to El Centro is 75-90 lb. and 110 lb., the bulk being 75 lb. ---- W. F. Maxwell has contract for a major track relocation in vicinity of 47th Street, account construction of 805 freeway. Railroad will span freeway via a long bridge. Temporary shoofly will keep trains rolling during construction. Work should begin soon, so get those pictures while you can. An old timber trestle above the former bullfrog farm will be eliminated by the new work. Maxwell is to salvage the ties and the railroad gets the rail. ---- 38 tons of scrap SD&AE rail was shipped to Taiwan recently by Salvage Commodities Corp.(SALCOM).

FROM THE CAB by Dick Pennick, superintendent

In the last issue, we began a discussion of the Whyte system of steam locomotive classification. We will continue that discussion in this issue. Now that we know which wheels are which on a conventional steam locomotive, let's see how the system is used to describe locomotives and review the various types according to the Whyte system and their common name, if any.

Reference to an engine that had a four-wheel leading truck, six drivers, and a two-wheel trailing truck would show it as a 4-6-2, under the Whyte system. Note that the counting begins at the front of the engine and works to the rear. This particular wheel arrangement has been given the common name, "Pacific." For many locomotive types, the common name was used much more than the Whyte designation. One notable exception to this explanation of the Whyte system is with reference to articulated and multi-cylindered non-articulated locomotives. On these engines, drivers were arranged in two or three separate groups, each group having its own set of steam cylinders, valves, etc. For instance, a Union Pacific Ry. "Big Boy," the world's largest steam locomotive, had two separate sets of eight driving wheels with a four-wheel leading and trailing truck. Hence, it was referred to by the Whyte system as a 4-8-8-4.

On some locomotives, namely yard switchers, there is no leading truck and usually no trailing truck. Therefore, zeros would be used in their Whyte classification, as for example: 0-4-0 (a switcher with four driving wheels). When the locomotive's fuel and water are not carried in a separate tender but rather on the same frame as the engine itself, the engine is referred to as a "tank" engine, and the letter "T" is placed after the Whyte classification, as 2-4-2T. Lastly, there were the "Fairlie" types (named for the man who first made the design practicable in 1866). These engines, never successful in America, had two boilers on a common frame, pointing in opposite directions from a central cab, essentially two locomotives in one. These were always Tank-type engines. Since the Fairlies were really two locomotives joined together back to back, their Whyte designation followed suit, e.g.: 2-6-0--0-6-2T. The preceding discussion should enable you to identify with authority any conventional steam locomotive found anywhere in the world (special designs will be discussed in future issues). Next issue, we will list the more common types by name and Whyte classification.

HISTORY (Continued from page 5)
to purchase land outright, if the price did not exceed $200 per acre.[2] (Editor's note: 1-Refers to RHSofSD; 2-Plan called for off-railroad site, street cars, small locomotives.)
FROM ISSUE 3 OF REPORT The San Diego County Railway Museum (predecessor to PSRMA) was organized Sunday, April 16, 1961 for the express purpose of acquiring land for an operating railway museum. Details of operation would be formulated once the land was acquired. Charter members of the Museum are: Alan Diamond, Douglas Duncan, Terry Durkin, Wally Duthie, Fred Finke, Charles Gerdes, Lyle Judd, Eddie Junghans, Gene Lindsay, Bill Morrison, Eric Sanders, Jack Stodelle and Bill Wootton. Officers were Lyle Judd, president; Eric Sanders, secretary, and Charles Gerdes, treasurer. Dues were $10 a year or $1 a month. Initiation fee was $5.