



REPORT

Official publication of the
Pacific Southwest Railway Museum Assoc., Inc.

NOV. 1975

NUMBER 118



"CHOP" KERR NEW PREXY

At PSRMA's last quarterly general meeting October 24th, members elected Board Chairman H. Chalmers Kerr, Jr. as the Museum's chief executive for 1976, replacing Dick Pennick, who chose not to run for a second term. As immediate past president, Dick will become Chairman of the Board.

Other executive staff members elected at the meeting were: W. George Geyer, Vice President and General Manager; Herbert G. Kehr, Secretary; Eric Sanders, Treasurer; and Larry Rose, Director-at-large. To complete the 8-person Board of Directors, the Advisory Staff, consisting of the heads of each Administrative Department, must select from among their ranks a delegate to the Board. W. Vernon Cook, Eric Sanders, and Jack Stodelle were elected to the Review Committee, a body whose task it is to review all proposed Bylaws changes and any other issues on demand of the Board or the Membership.

The 1975 officers and directors join with the members in congratulating the new governing body and wishing them every success in 1976. God willing, great strides will be made by PSRMA in our nation's Bicentennial year. The new officers will be formally installed at our annual installation dinner in January. Watch for details in next issue.

OCTOBER PROGRAM HIGHLIGHTS STEAM

The Museum's planned program of sound films of the American Freedom Train and Sierra Railroad had to be cancelled at almost the 11th hour due to a family emergency.

Corky and Barbra Thomson expressed deep regret that a family illness forced them to cancel their planned engagement, but encouraged us to consider rescheduling their program for a later date. In an effort to make amends, Corky suggested a close friend to take his place. Connections were made, and fellow Pacific Beach Model Railroad Club member Nelson Rath agreed to provide the evening's program. Featured were silent color films of Sierra Railroad triple-headers, Canadian Royal Hudsons, and U.P.'s mighty 8444. Although many of the films seemed to be somewhat under-illuminated, the scenes offered our members and guests a nostalgic glimpse of mainline and shortline steam in action.

PSRMA is indebted to Mr. Rath for bailing us out of an otherwise problem situation.

PSRMA IS growing-GROWING-GROWING!

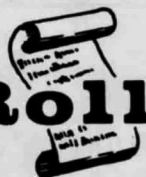
As of this writing, at least twenty new members have joined the PSRMA family as a result of the recent questionnaire sent out to our large mailing list. Thus, for the first time in the Museum's history, our total membership now numbers more than 200 souls!

It is evident, then, that there are still a great many potential members among the population, and it takes only to make contact with these persons to introduce them to PSRMA and bring them into the fold.

Talk to your friends and relations about this great group of ours. Introduce us to your co-workers, business contacts, neighbors, church group,

etc. Railfans are found everywhere, sometimes in highly unlikely places (like the cockpit of a jetliner). They come in all sizes and colors. Never turn your back on an opportunity to promote PSRMA. Every new member brings us that much closer to the realization of our goals.

Honor Roll



The Museum thanks the following members and friends whose generous contributions have furthered the goals of PSRMA during the month of October:

Larry Rose (donated sign for 1509 exhibit).
Mrs. Shirley Rowley (donated \$5.00)
Mr. & Mrs. Herbert Partridge (donated \$5.00).
Norma R. Luscomb (donated \$5.00).
Mildred Woody (donated \$5.00).

GIVE MEMBERSHIPS FOR CHRISTMAS

With the yuletide season just around the corner (really!), give some thought to providing a low-cost PSRMA membership to that railbuff friend or relative, before the membership rate goes up in January. Just send in one or more of the application forms attached to this issue of REPORT. Include your name as the "Santa Claus" and Herb Ruiz will take it from there. A short note will be sent along with the

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 CIRCULATION: Ron Zeiss

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PSRMA, Inc. OFFICERS & DIRECTORS

President: Richard E. Pennick (463-2276)
Vice President: W. George Geyer (234-0555)
Secretary: Frieda R. Butler (224-4467)
Treasurer: David C. Hobson (442-1416)
Directors: H. Chalmers Kerr, Jr. (ch)(291-4787)
 John B. Stodelle
 Ronald L. Milot
 Herbert G. Kehr

Association telephone: 280-1781

BACK ISSUES: A limited supply of back issues is available at 25 cents a copy. Send a stamped, self-addressed envelope for a list of all back issues available.

new member's membership card acknowledging you as the gift-giver. With all of the bright prospects in the Museum's future, a gift membership can be a nice way to say "Merry Christmas".

"SEPTEMBER" REALLY OCTOBER

Our sharp-eyed readers noticed, to your editor's chagrin, that last month's REPORT masthead still carried the "Sept. 1975, No. 116" of the real Sept. issue. The October issue got your editor so excited he forgot to change the front page master. Win some, lose some! So please change last month's copy to read "October 1975" and "No. 117".



FROM THE CAB

by Dick Pennick, President

DUES INCREASE SET FOR JANUARY 1st

No matter how long and hard we tried to avoid it, even in these inflationary times, we knew that some day we would have to face the inevitable -- a membership dues increase.

During the Museum's budget session at the beginning of the year, when all the cost of operating the Museum and providing member services are added up, it was readily apparent that our fiscal condition by year's end was going to be very shaky indeed. However, your Directors resolutely turned aside the thought of a dues increase this year. "We'll get by somehow", they agreed. But the true impact of the nationwide economic slump was an indeterminate quantity, one that had to be weathered to be assessed. Your Museum has weathered it for almost a year,

and the fact is, very simply, the outgo exceeds the income. Everything costs more: printing costs have risen, postage costs are up and going up again, paper costs more, insurance costs are in the stratosphere, and on and on, as you well know. There has not been a dues increase in ten years, a pretty good track record, I would say, even though our net worth and our fiscal responsibilities have increased manyfold over the same period.

The Museum takes pride in its activities and the educational benefits provided for not only its esteemed members, but also for the citizens of San Diego generally. PSRMA is destined to rank among the finest railway museums in the country. Our public tours at Miramar Naval Air Station have exposed hundreds of school children, adults, and the handicapped to part of the heritage that was railroad-ing. Our planned involvement in the restoration of San Diego's historic Amtrak depot as a cultural center will give uncounted thousands of people each year a backward look at an important facet of their cultural history.

To maintain and assure for the future a high level of service to its members and to the public, and to meet rising costs, the Museum's directors voted at their October 7th meeting to increase membership dues in the "Regular" and "Contributing" categories effective January 1, 1976. Regular (voting) membership will increase from \$10.00 to \$12.00 annually, Contributing membership from \$3.00 to \$6.00. Other classifications will remain unchanged.

The generous support and understanding of its members over the years has enabled PSRMA to expand its programs of acquisition, restoration, operation, and education. The new dues increases will help the Museum to not only sustain itself at the present level but to hopefully expand its sphere

of influence even further and have a little left over to aid in development of the permanent Museum site planned to be acquired next year.

-30-

PUERTO MOST POPULAR DESTINATION NOV. 15

PSRMA Excursion Director Eric Sanders reports ticket sales brisk for our annual Fall bash to Puerto Penasco, Sonora, a quaint fishing and resort community on the Gulf of California. Any of our readers who plan to go but have not yet sent in their reservation, should do so immediately to assure themselves of a seat. We regularly must turn away 100-200 potential riders each year due to lack of space.

A suggestion to first-time Puerto excursionists: get a group of your close friends together -- people you enjoy being with -- and purchase everyone's tickets at the same time in a single order, indicating you wish to be seated together in the same car. Then plan to bring food, drinks, guitars, etc. and enjoy yourself. Contact Eric at 469-1288 for information or extra brochures.

FREEDOM TRAIN PHOTO CONTEST PLANNED

The highly-publicised steam-powered American Freedom Train, pulled by ex-S.P. Daylight engine 4449, is due in San Diego January 8th. But see the Freedom Train update elsewhere in this issue. There are still many hurdles between now and the 8th of Jan.

To help focus attention on the significance of the train, not only because of the priceless documents carried on board but because of the rare privilege of having a fine, mainline steam locomotive in San Diego after all these years, PSRMA is planning a Freedom Train photo contest. Exact details will not be available until December, but basically the format will be as follows: (1) Contest will be open to members only (2) Judges will be selected from the photographic and media industry (3) Suitable cash or merchandise awards will be given



GET IN THE PSRMA HABIT !

for the best black and white photo and color slide, with appropriate lesser awards for second and third place and possibly "honorable mention". All photos will have to have been made in San Diego County with the exact location specified on each entry. The winning black & white photo will be reproduced in a special issue of REPORT. It should be a lot of fun, so get your camera oiled up and begin looking for that location you think will make the ideal setting for your shot. More details in December REPORT.



Membership News

by Herb Ruiz

New Members

Lynn Skinner (3) 291-4112
Wm. VanHoy (1,2,7,8,15) 427-4991
Elliott VanHoy 427-4991

Change of Classification

Rose (Mickie) Sides (Cont. to Reg.)
Timothy LaBrucherie (Reg. to Cont.)

Address Changes

CZAJKOWSKI, Chateau Vue No. 27, 2920
Claremont Dr., S.D., 92117 (276-7486)

PALHEGYI, 1740 Terrace Hill Dr.,
El Cajon, CA 92021 (444-3636)

PARKS, Cathie, Apt. GG

Deletions

Jerry Windle

NOTE: Please send all address changes to Herb Ruiz, 8029 Longdale Dr., Lemon Grove, CA 92045. Herb will assure that all changes are given to the REPORT staff. Failure to notify us of your change results in extra time and postage being required to get mailings to you, including REPORT.

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3wvzfgrufo7uli8blf.ru6blf7mvwv3hlnv1m
v6gl2ovzm91m,blf8pml2dsiviv5r4zn.



Section Gang

by Dick Pennick, Sup't.

1509 REPORT

The switch to every-Saturday work sessions on car 1509 has met with some success. Restoration captain Larry Rose reports real progress is being made toward finishing the car by year's end. The roof is nearly done, the rear railing and observation platform is looking like new, and the fibreglassing and other body work is being carried along slowly but surely. Larry says several more members familiar with fibreglassing techniques are needed to accelerate this vital activity. Other volunteers are needed as well to provide the necessary manpower to get the job done.

The Museum gratefully acknowledges the recent volunteer efforts of Jack Linn, Buck and Richard Hathaway, Colen Flagg, Ken Helm, Dick Pennick, John Carmichael, and Larry.

NOVEMBER BIG MONTH FOR 1509

Plan to join your fellow members down at the Marine Corps Recruit Depot, San Diego on any Saturday in November to help us get our venerable car 1509 ready for the Bicentennial. The San Diego Unified Port District has granted us a free lease of a spur track near the Star of India Maritime exhibit on Harbor Drive during the Bicentennial year 1976. On this track will be displayed the completely restored 1509 and our Coos Bay Timber Co. 2-8-2T No. 11. The car will have historical railroad exhibits inside and the entire display will be staffed and open to the public throughout the year. So far, two members, Anita Rhein and Dick Pennick, have offered to help staff the display.

Before you plan to show up at a restoration session, it's a good idea to give Larry Rose a call (469-3064) to make sure the session has not been cancelled for some reason. Occasionally there is no qualified member av-

ailable to supervise a session and therefore the session is usually called off. Also, rain automatically cancels a restoration session, although occasionally interior work can be done during a storm.

To get to MCRD, take I-5 to the Old Town Avenue off-ramp. Follow the signs to the MCRD Main Gate. Tell the sentry at the gate you are working on the railroad cars and he will normally wave you through. Make a hard left immediately after passing the sentry, pass the service station, and follow the road left around the warehouses and suddenly, there you are! Like Monty Hall says, "Come on down!" We look forward to seeing you!

PPG Industries has been approached regarding the donation of sufficient "Pullman Green" paint to repaint the entire car in its original livery.

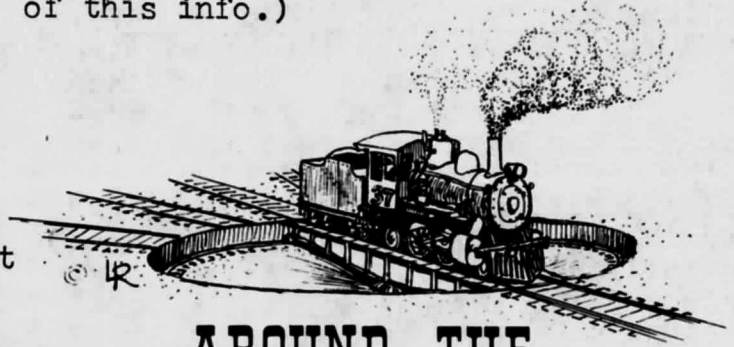
SECURITY LIGHTS INSTALLED FOR "HOLLIDAY"

Member Tom Sefton and the other owners of the private car "Cyrus K. Holliday" have installed \$1000 worth of flood lights to hopefully deter the vandalism problem that has already plagued our own car "Victoria". Since two of the new lights also benefit our car, the Museum's Directors have agreed to contribute to a share of the cost. As far as we know, there have been no incidents since the last reported break-in. Hopefully, the lights will eliminate further problems.

FREEDOM TRAIN UPDATE

The train is now in the Pacific Northwest, and is presently scheduled to visit San Diego from January 14th through the 19th. Since the Marine Corps Recruit Depot has turned down a request to park the train there, tentative arrangements have been made with the Miramar Naval Air Station to provide space for the train. Rumor has it the Freedom Train Foundation is running out of money, and at least one western railroad has refused to handle the steam locomotive. San Diego officials say, as far as they know now, steam will be on the point when it arrives here. There have also been rumors that the planned visit to Los Angeles has been cancelled. According to the Bi-

centennial people, for the Train to visit a city, the city must agree to pay the costs for crowd control, sanitation facilities, and hotel accommodations for the train's staff. L.A. estimates this cost to be \$20,000 and has agreed to pay this cost only if the Train admit children under 12 free. Normal charges are \$2.00 for adults, and \$1.00 for children under 18. (Thanks to PRS Wheel Clicks for part of this info.)



AROUND THE TURNABLE

Ferrocarril Sonora-Baja Calif.: Mexican survey crews have been laying out larger radius curves east of Tecate to increase the speed from the present 25 mph. Speed elsewhere on that section is presently 30 mph. The big question is: does this recent work forecast the coming of Mexicali to Tijuana passenger trains? I think this question may be answered in the next 12 months.---

RIP TRACK: Ferrophilatelists will be interested in a new block of four stamps commemorating 200 years of postal service. Each stamp depicts a different method of postal delivery used over the past two centuries. Shown are a stagecoach, truck-trailer, airplane, and spacecraft. The fourth stamp features a nicely-done side view of a woodburning 4-4-0 steam locomotive together with a modern diesel, one of the very few railroad topic postage stamps to appear in many moons.----Evening Tribune of Oct. 2nd featured a photo of two distaff members of the Save Our Heritage Organization posed with our 1884 Rock Island 0-4-0 at the old Santa Fe depot in National City. You guessed it: no mention was made of the Museum's ownership of the old engine, despite the sign on its boiler proclaiming the fact.----UTU News, the house organ of the United Transportation Union, reports 2 Adrian, Mich. railbuff-inventors have

perfected a "velocycle", essentially a bicycle that runs on one rail, with an outrigger arm that rides on the other. Named "Casey", the contraption uses two 1955 Ford water pump pulleys to keep it on the track. Power is provided by a one-cylinder gasoline-powered washing machine motor mounted on the front tire, achieving a top speed of 25 mph. The creators claim 100 miles per gallon of gas for their invention! SAN FRANCISCO MUNICIPAL RY.: PSRMA excursions using the famed Birney car No. 1 are now a thing of the past. The management of "Muni", operators of the bus and streetcar system in the Bay City, confirmed in August that the historic car would be permanently leased to the Bay Area Electric Railroad Association. As soon as funds permit, the car will be moved to BAERA'S railroad museum at Rio Vista Jct. in Solano County.

Car One, a native son, was built in 1912 by the W.L. Holman Car Co., San Francisco, just six years after the disastrous earthquake and fire that pretty well leveled the downtown area. On several memorable occasions, PSRMA chartered the car for a full day of sparking trolley wire on most of the existing electric trackage on the peninsula (info courtesy of "Bay Area Electric Railroad Review").

BRITISH RAILWAY CELEBRATES 150th

England's pioneer Stockton & Darlington Ry. was opened to the public 150 years ago last Sept. 27th.

To commemorate the event, a number of souvenirs, postmarks, etc. are being offered. Any of our members who are interested in some of the commemorative items may send for an illustrated brochure from STOKES TRIAD DESIGNS, 34 Balmer Hill, Gainford, Co. Durham, England.

NOVEMBER "RAILROAD" PLUGS PSRMA

Got a nice note from Gorton Wilbur the other day. Mr. Wilbur is Assoc. Editor of RAILROAD Magazine. Attached to the note was a clipping from the forthcoming November issue which essentially reproduced my comments about the need for a womens' auxiliary to the Museum, which appeared in the May is-

sue of REPORT. The article is headed: "Advice from the Pacific Southwest Railway Museum at San Diego, Calif." Gort, the Museum is much appreciative of the exposure, and as I told Jim King over at Kalmbach, we are flattered that you take the time to peruse our humble journalistic efforts, what with the hundreds of newsletters you must receive each month from groups like ours all over the country.

SANTA FE ITEMS FOR SALE

Wanna buy a diesel loco bell, a Santa Fe belt buckle, or a genuine oldtime ticket dater? Tie tacks, utility bags, cigarett lighters, or a piece of genuine 1881 Krupp rail? It's all listed in a catalog offered by Advertising Direction, Inc., 224 S. Michigan Ave., Chicago, Ill. 60604. ADI is a Santa Fe Industries company. REPORT has a couple of catalogs if you're interested in looking them over at the editor's home. Or they may be seen at the annual dinner in February.

The FLORENCE AND CRIPPLE CREEK RAILROAD

TRAIN SERVICE

BETWEEN

Stations on F. & C. C. R. R. and
R. R. Standard

TRAIN No. 10	TRAIN No. 8	TRAIN No. 6	STATIONS.	TRAIN No. 1	TRAIN No. 7
8:30 A			Lv. Cripple Ck. Ar.	5:00	7:25 A
11:15 A			Lv. Victor Ar.	4:35	6:55 A
			Ar. Florence Lv.	2:05	4:10 A
VIA D. & R. G.					
12:4	1:15	5:15	73.2 Ar. Pueblo Lv.	12:55	2:40 A
1:16	2:25	5:35	Lv. Colo. Spr'gs Ar.	12:35	2:30 A
2:32	4:00	6:54	117.6 Lv. Palmer Lake Ar.	10:39	12:57 A
3:30	5:10	7:54	140.5 Ar. Denver Lv.	8:45	12:00 M
5:00	7:00	9:25	192.8 Ar. Canon City Lv.	11:20	10:00 A
No. 1 2:11	No. 9 6:45			No. 10	No. 2 4:55 A

- Nov. 15: Restoration session, car 1509, MCRD, 9:30-4 (469-3064)
- Nov. 15: All-train excursion to Puerto Penasco, Sonora (469-1288)
- Nov. 15: Gold spike driven in Carrizo Gorge, completing San Diego & Arizona Ry., 56 years ago today.
- Nov. 22: Restoration session, car 1509, MCRD.
- Nov. 27: Thanksgiving holiday.
- Nov. 29: Restoration session, car 1509, MCRD.
- Dec. 2: Directors meeting, SDT & S Bank, San Diego.
- Dec. 6: Restoration session, car 1509.