Sept. '77 **REPORT** No. 138

OFFICIAL PUBLICATION OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

PSRMA LOCO KEPT STRANGE COMPANY

Taken at Hill Air Force Base, Utah (near Ogden) on December 19, 1975, this picture of U.S. Army B -2068 shows to good advantage the low, squat lines of these 1600 hp MRS 1 C-C road switchers. These adjustable gauge units (from 5'0" down to 3'6") were built during the Korean War by ALCO and Gen. Elec. in a co-operative effort for the Army, as its road numbers 2041-2123. The "B" prefixing the number indicates that this particular unit is equipped with a train heating boiler for passenger service, a vocation in which it probably participated very little, if any. Some of these units saw service in Korea, but most did not, being delivered too late. Placed into storage, many of these units were never used until recently, when some were re-activated for use as switchers in and around military and naval bases.

Less than ideal as switching locomotives due to their large weight and wheelbase, some of these units have been sold off to industries and ten are now on the Alaska Railroad. The tiny little "critter" just behind the massive B2068 is PSRMA's own #7485 and the main purpose of this picture...it is one of the few pictures to date showing our engine while owned by the military.

by P. Allen Copeland

New REPORT Format Gets Rave Reviews

Last month's REPORT got rave reviews from all three of you who called. This has encouraged the new staff to stick their necks out again and print another one. Starting this month, museum Secretary Jim Lundquist will have all the Southwest train riding information in his column "View From The Vestibule". Jim was a ticket clerk for Amtrak for two years and has been all around the system. He is also a member of the Southland's political rail action-lobby group "Citizens For Rail California".

Regular members don't forget to vote this month! Mail the ballot enclosed or come to the October 28th general meeting and vote there.

Former editor Dick Pennick is still working on his last issue and it should be along by the first of the year. Dick has taken on a Scout Master's job and has little time to spare to write "The Great American Museum Newsletter". Hang in there, Dick!

Many members have offered to write articles and help beat the bushes for local railroad news. Members Bob Di Giorgio, Ron Milot, P. Allen Copeland and George Geyer have already submitted material for the museum poop sheet.

Are you a frustrated reporter or would-be columnist? Don't be shy. Get involved! Send your copy, comments, praise or brickbats to: REPORT, Larry Rose, Editor. 4924 Wood Street. La Mesa, California 92041. Phone: 469-3064.

TROLLEY FANS! TRAIN RIDING ENTHUSIASTS!

Don't forget PSRMA's gala San Francisco weekend October 8, 9 and 10. Ride the Amtrak "Coast Starlight" to Oakland, visit the Muir Woods and see the city by chartered trolley. Call George Geyer for details at 234-0555.

Many thanks to members Pat Ellyson and Dave Garcia for their hospitality in showing the editor of this sheet and members Geyer, Milot and Lundquist a good time at the Orange Empire Railway Museum in Perris last month. Dave and Pat hold memberships in both groups and are both active, hardworking railfans.

REPORT

Publication of the Pacific Southwest Railway Museum Association, Inc. P.O. Box 12096, San Diego, Ca. 92112

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CIRCULATION: James J. Lundquist

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Opinions expressed in unsigned articles are those of the editorial staff, and do not necessarily reflect the opinions of PSRMA, its officers or directors. Opinions in signed articles are those of the author only.

FAN MAIL

Hi!

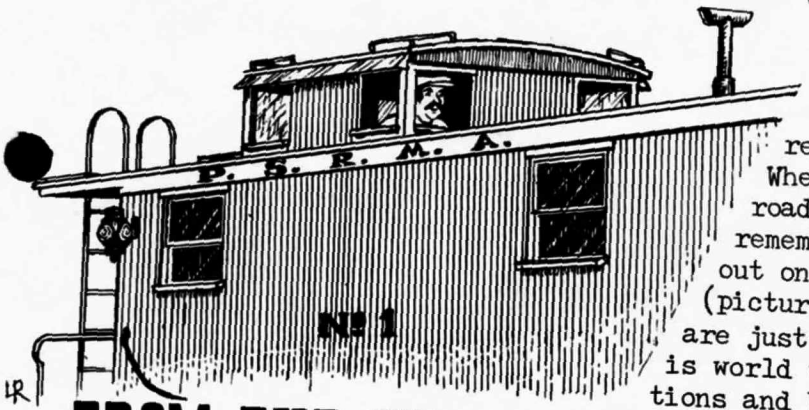
Just a note to let you know my friend Eleanor Law and I enjoyed the Hearst Tour with the group this weekend. It was well planned and went very smoothly. The Great Western Tour (and guide) were interesting and informative. We were especially impressed with Jim Lundquist, whom we met for the first time. He led the group very capably---making certain all had train seats, rooms, and generally comfortable, plus the usual tour duties.

In spite of unpredictable train schedules, Jim remained calm and cool. He is a pleasant, intelligent, quiet, personable young man---able to get along with a group of people of all ages, and a pleasure to know.

Sincerely,

Henrietta Phillabaum

(Don't let this go to your head, Jim! Ed.)



FROM THE CUPOLA

by H. C. Kerr, Jr. President

Don't live in a vacuum! How many of you read one or more rail magazines each month? When was the last time you picked up a good railroad book? If your answers are never and I don't remember, that is sad---because you are missing out on some very interesting and exciting reading (pictures too). PSRMA doesn't exist in a vacuum, we are just one very small cog in a vast avocation that is world wide. The commercial press offers publications and books to match the appetites of all railway interests, from history to current goings-on, steam, diesel and electric operations too. Visit one of the metropolitan area's better railroad hobby shops and the bigger bookstores to get a small idea of what is available in print. A few of the most widely read monthly magazines in the United States are TRAINS, RAILROAD, PACIFIC NEWS, RAIL CLASSICS and EXTRA 2200 SOUTH. Don't neglect the model magazines either, because they regularly have in depth fact articles; magazines such as MODEL RAILROADER, MODEL RAILROAD CRAFTSMAN and TRACTION MODELS are the leading ones in the field. MODEL RAILROADER has a monthly circulation of over 120,000.

Not available locally but by subscription, are European magazines that cover all foreign news, even some from the United States. RAILWAY WORLD from England and LA VIE DU RAIL from France are two your President enjoys.

Books abound too in the U.S.A. Probably over 50 new titles are published annually. The English writers are more prolific by a wide margin offering titles on more specialized subjects than are popular in the States. If your budget can't afford to buy new books, by all means visit the San Diego Main Public Library. Our excellent library has a large collection of good railroad books that is continually being added to. The acquisition librarian must be a railfan!

Last but not least, don't forget the national railroad societies which have memberships in the thousands. These organizations have been around for decades, the two leading ones being the National Railway Historical Society and the Railway and Locomotive Historical Society. Their publications, six issues a year and two a year respectively, are renowned for the professional quality and accuracy of the feature articles in addition to providing news of the society's chapters.

Your enjoyment of our fine hobby will be broadened by regularly seeking out these publications. Hopefully, by being better read in railroad matters, your contributions to PSRMA's goals will be increased. See you all at the store!

B.O.D. Rumblings

by Jim Lundquist

The Board of Directors met September 6th and handled the following items:

- Member Ed Smith was in attendance and donated 2 large boxes of slides of railroad subjects. Ed also offered to help with the October 28th general meeting program.
- A family membership catagory was adopted. Any regular member-head of household-may add spouse and children for $2.00 per year each, in addition to his $12.00 year dues. All family members will receive a membership card and have all privileges of regular membership (excursion discounts, etc.), however, only the head of household will be eligible to vote or run for museum office. This measure must be ratified by a majority of the regular members and is included on the ballot in this issue.
- This year's Puerto Peñasco excursion was discussed. Excursion Director Vern Cook is handling the arrangements.
- President H. C. Kerr reported on the latest S.D.&A.E. abandonment news. The San Diego Daily Transcript ran an article last week on the Museum's proposal to acquire a portion of the road as an operating rail museum line.

The Board of Directors meetings are held on the first Tuesday of each month at the San Diego Trust and Savings Bank, Sixth and Broadway, at 7:30 p.m. Members are encouraged to attend.

LOCAL A.T.&S.F. & S.P. NEWS

BIG TRACK GANG WORKS SANTA FE LINE by Ken Helm

Since it was hot almost everywhere but the west coast, the Santa Fe track crew came to San Diego last month to cool off, but brought the hot weather with them. If you've been by the old station downtown, you've already seen the large maintenance of way train there. The train houses a 50 man crew most of whom are from Gallup, New Mexico. There are 5 converted baggage cars, 2 high cube boxes, 3 conventional boxes, a water tank car, and two old heavyweight RPOs in the string.

The crew is here to lay 12,000 new ties along the San Diego mainline from Encinitas to Old Town. This exercise gives one a good feeling for why railroading is an expensive game to be in. To pull out the defective old oak ties (some date from 1926) and replace them with the new pressure treated redwood ties takes a 50 man crew and some $750,000 worth of equipment three weeks to complete. Even by using their own ties manufactured in Summerville, Texas, the new ties cost Santa Fe $19 apiece. Add to this 20 cents per spike and somewhere between $7 to $8 per tie plate, and you can see the tremendous costs involved.

The old ties were purchased by a scrapper for $1 apiece. Keep this in mind next time you see old ties at your local garden supply or lumber yard selling for $6 to $10 each!

By the time you read this, the crew will probably have moved on to some other section on the west coast, then into the desert for the winter.

LOCAL POWER POOL by George Geyer

CF7's, Santa Fe's own rebuilds, are the units handling the San Diego work these days. Numbers 2509 and 2513 pull the six night a week 4th District Local (member T. E. Durkin's regular ride). Numbers 2543 and 2505 are used in yard service.

S.D. &. A.E. power continues to be TR6 number 1100 and SW8's number 1111, 1118, 1121 and 1125. The "Four Aces" number 1111, has long been coveted by local railfans as ideal museum material.

Amtrak had a unit from the far north on the point of one of their September 4th San Diegans. GP 40 number 229 had icicle breakers on it!

VICTORIA STAFFERS

by Jo Pressnall

This month's staffing report should be one big thank you card from me to all of you who held Victoria together while I suffered from a massive case of "guestosis", also known as "guess who's coming to dinner, breakfast and lunch". Nearly everyone on the list came to my aid more than once. Some filled in at the last minute and everyone of these staffers had such a nice attitude it cheered me up when I began to panic. Thanks, gang! You're great! Here they are, the Victoria staffers for this month:

Jack Linn	Charles Parker	Betty Ruiz
Al Vartanian	Nadine Bristow	Jim Lundquist
Frank Kearney	Tanya Rose	John Pattison
Eric Sanders	George Geyer	Mark Pressnall
Janice Sanders	Ed Smith	Brad Bauman
Shirley Cook	Ron Zeiss	Steve Rosefeld
Barbarann Parker	Jim Bradley	Herb Kehr

We were open twenty days, a little short of expectations, but very good when we consider the many projects everyone is involved in. We need to clean and polish the Victoria and give her a little extra loving. She's such a lovely lady. If you would like to help shine her up call me at 435-5022, and let's see what we can work out. Thanks again!

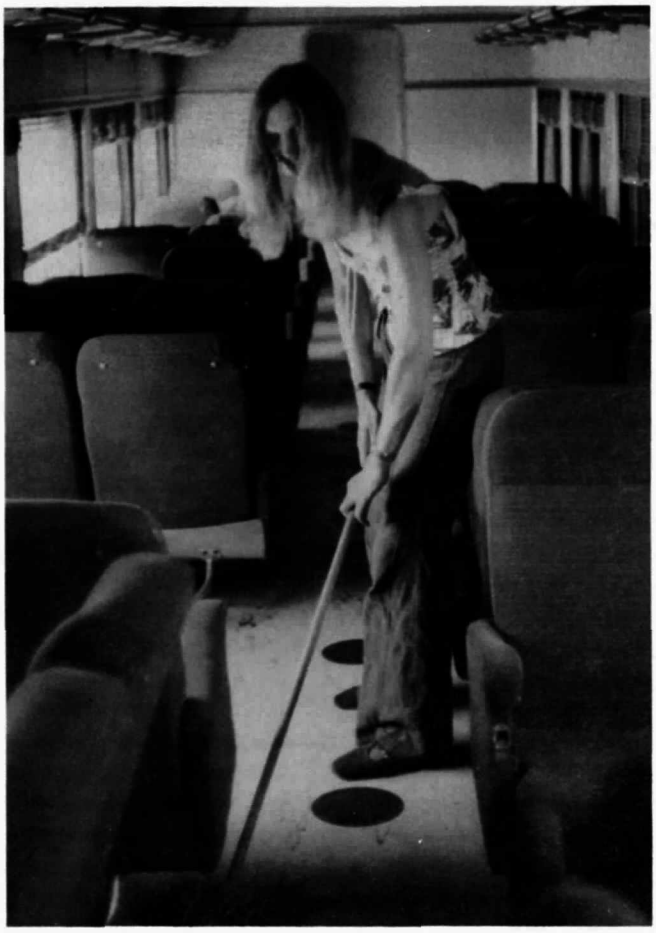
RESTORATION & MAINTENANCE

by Ken Helm

Nobody from the San Diego area need be reminded that August was a hot month. As uncomfortable as it was, however, the restoration couldn't miss a Saturday; there is just too much work to be accomplished. August 20 saw a long awaited event for the crew. After 5 years of restoration work on our ex-Santa Fe Cafe-Observation Car #1509, the entire exterior of the car has been restored and received the first of many coats of Pullman green. This has been a tremendous undertaking since the car was quite badly damaged by rust when we received it. Work is continuing with the replacement of fine oak exterior windows made by member Frank Cooke, under the able care of Jack Linn. Jack has been installing glass and hardware in the frames at a rate of about two each week. The restoration team is now ready to move into the interior of the car for final detail work.

For those members who thought that the exterior work would be too strenuous for them, now is your opportunity. The work now left is light sanding, masking, polishing, and painting. Once done, this beautiful car is sure to be our showpiece. Participate now so that when it is done you can say you had a part in its restoration.

Elsewhere on the Miramar string Knud Antonsen continued to work on our side-rod diesel's mildly ill #2 engine by replacing another injector. It's now up to about 98.5% output.



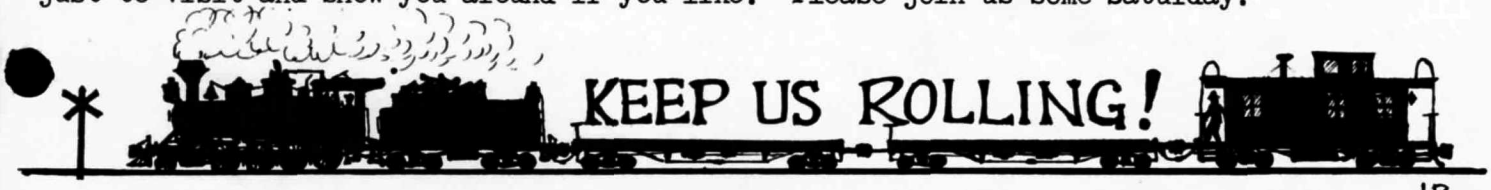
"A woman's work is never done". Brenda Bailey mops floor of Number 576.

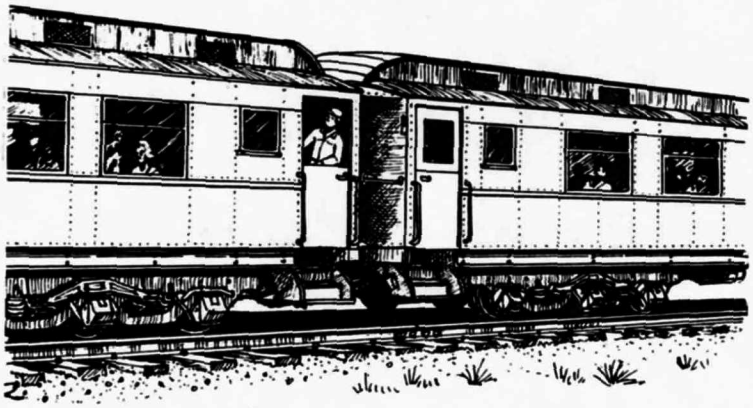
Much important work was also done on our UP Coach #576 last month. Leaky seams on the roof have been tarred by Jim Lundquist and new members John Ashman and his sons Jeff and Joe. Other great news on this car is that Bert Straw has rebuilt the one remaining badly damaged passenger seat. You'll recall about six months ago we nearly lost eight seats to vandals. This last seat was the one they completely destroyed to find out how it was put together. The car now has all seats back in and the floors are being stripped and newly waxed by Brenda Bailey. When Bert and Brenda get through, the interior will be spotless.

The Shay tender continues to take shape under the care of expert welder Dick Mc Intyre. The rear plates have been replaced with perfect flush joints so that the rear sand box can be put back up. Once the entire tender is done in this fashion, it will be ready for another fifty years of faithful service.

The work gang this time included: Ken Helm, Norm Hill, John Nichols, John, Joe and Jeff Ashman, Knud Antonsen, Dick Mc Intyre, Bert Straw, Larry Rose, Tom Collins, Jim Lundquist, Brenda Bailey and, of course, good ol' Jack Linn.

Would you like to join the crew? There's work for all, as little or as much as you like to tackle. The regular restoration crew is always ready to help you with a suitable task or just to visit and show you around if you like. Please join us some Saturday.





VIEW from the VESTIBULE

By Jim Lundquist

MTDB NEWS

After several workshops and meetings, The Metropolitan Transit Development Board has selected a 20 mile route to study as a possible transit system right-of-way. The route was the staff recommended one which travels from the Sports Arena to the border and hopes are that it could connect with a mass transit system built in Tijuana. MTDB also hired an outside consulting firm that recommended a T-shaped route from Balboa Avenue to National City with a line from the Arena to the Stadium up Mission Valley.

This action does not mean that any system will be built, only that the Arena to border route will be studied to see if it should be built.

Perhaps we can connect Amtrak, MTDB, and the Tijuana system together and we would really have an efficient corridor system, the only one in the Pacific Southwest.

In other MTDB news, Area wide Committee on Transit, ACT, has been appointed as a citizens advisory body to the board. Although several PSRMA members were recommended and considered, I am sorry to report that none of them were appointed.

The MTDB is soliciting opinions on mass transit in San Diego's future. Many responses have been recorded expressing both positive and negative opinions on a rail line in the area. Write them with your ideas to: MTDB, 620 "C" St., Suite 400, San Diego, Ca. 92101.

FREEDOM TRAIN UPDATE

What ever happened to the "Freedom Train"? The cars themselves, 15 converted Penn Central baggage cars have been sold to the National Museums of Canada for $575,000. They will be refurbished and stocked with displays of Canadian history and will become "Discovery Train". The Canadian National and Canadian Pacific will operate and maintain at no cost the train which is expected to be ready by Canada Day, July 1, 1978. In America, it cost $17 million to operate the train which drew 7 million visitors on it's 25,833 mile t[illegible] to 138 cities. It's great to see that this historic railroad hardware was not sent to the scrappers, as so much of it has in the past. The Freedom Train has left us with memories which I am sure few of us will forget.

What about the locomotive? I present a letter below from Mr. Charles W. Storz, Secretary of the Pacific Northwest Chapter of the National Railway Historical Society which tells of the #4449.

Pacific Northwest Chapter

Room 1, Union Station
Portland, Oregon 97209

August 25, 1977

James J. Lundquist, Secretary
Pacific Southwest Railway Museum
P. O. Box 12096
San Diego, CA 92112

Dear Mr. Lundquist:

Thanks for your letter asking about locomotive 4449. This answer is late due to the sales of merchandise for the 4449 Preservation Fund requiring all our efforts for several months.

We naturally would like to operate the 4449 in excursion service and have been working on the necessary arrangements. There is a major obstacle to operation, namely very high insurance costs. Before operation is possible insurance costing $35,000 to $40,000 must be purchased. The insurance would cover half a dozen trips but must be paid for before any operation is possible. We have calculated that a round trip of 300 to 400 miles would have to sell for slightly over $100 a person which we consider too high. Unlike the operation sponsored by the Southern and the C & O, no railroad in the Northwest, including the S.P., has volunteered to be the sponsor of 4449 operation. Please do not interpret this to mean that operation is impossible but you can see that there is a major cost problem.

The 4449 is stored in a secure location under cover. Contrary to reports published in a number of railfan publications the locomotive is in good condition. A few flues do need to be replaced and routine maintenance is necessary but that is all. Very little maintenance of any type was possible during the return trip.

We will send the 4449 Newsletter to your group. The first issue has not been published as yet.

Very truly yours,

PACIFIC NORTHWEST CHAPTER

Charles W. Storz, Jr

Charles W. Storz, Jr.
Secretary

I would like to encourage all of you to write me with news or comments on rail happenings in the Pacific Southwest. I hope through this column to increase awareness of rail transit activity in this area, and your ideas are very [illegible]h needed. Write to: Jim Lundquist, P.O. Box 12096 San Diego, California 92112.

HATS IN THE RING ! CAMPAIGN '77

CANDIDATE FOR PRESIDENT H. Chalmers Kerr, Jr.

Although I am unopposed for this office, I wish to make a few comments for the benefit of our newer members who I haven't met as yet. I have been actively associated with PSRMA for nine years and have served as Director, President and Chairman of the Board, in addition to helping out with the Land, Ways and Means, and Review Committees. During this period and into the future I will further Museum goals and help to increase membership participation in all activities.

The past several years have been productive years, but we still haven't achieved our primary objective of a permanent home for our museum. During 1978 I will endeavor to help PSRMA reach its goal of finding a home. We can't delay any longer. With foresight and good planning, a dash of good luck and adequate financing PSRMA can and will provide Southern California with an outstanding railway museum and scenic passenger train operation.

CANDIDATE FOR TREASURER Brenda M. Bailey

I am a new member to the Pacific Southwest Museum Association and I am interested in being Treasurer so I can learn more about the Museum and at the same time provide a needed service. I have been interested in railroading ever since I was a child. An uncle worked for the Illinois Central, and with him, I have spent many hours watching operators and dispatchers do their work, and have had the opportunity to ride in diesel locomotive cabs. I have also been helping to clean up the interiors of some of the equipment at Miramar. I feel that the Museum will soon be an operating museum, and I would like to participate in the operational activities with the Board of Directors when that happens.

As museum members, you can be assured that either myself or my opponent are competent accountants and we can handle the job. I am an accountant and have had my CPA practice in La Mesa for almost four years.

I would appreciate your vote. Thank you.

Membership News

by Tanya Rose

Many thanks to those members who renew promptly and send their remittances directly to my home address which I hand-stamp on the renewal form. By not mailing it to the P.O. Box, its a lot less hassle all the way around and it means you get your membership card a lot sooner. By the way, will you please get in touch with me by either writing or phoning me when you move? I can be reached at 4924 Wood St., La Mesa, Ca. 92041 and my phone number is 469-3064. The museum pays 25 cents for each returned REPORT and an extra 13 cents postage needs to be spent in sending it out again to you. You'd be surprised how much is spent each year on this, money I'm sure we'd all rather went to things like restoration and maintenance of our equipment.

Here are the new members as of September 5th.

REGULAR MEMBERS

John A. Ashman
Arthur L. Dominy
John Engstrom
Robert B. Hussey
David F. Redman

CONTRIBUTING MEMBERS

Jeffrey W. Ashman
Joseph N. Ashman
Mike Bradfield
John G. Brown

You can see that we seem to be gaining more regular than contributing members, a trend I welcome. Hello to all you new folks. I'm happy you have joined us!

TIME TABLE

DATE	ARRIVE	STATION	DEPART
Sept. 17	9:30am	N.A.S. Miramar-equipment repair & maintenance, call Ken Helm 284-8056	4:00pm
Sept. 24	9:30am	N.A.S. Miramar-restoration and maintenance	4:00pm
Oct. 1	9:30am	N.A.S. Miramar-restoration and maintenance	4:00pm
Oct. 8	9:30am	N.A.S. Miramar-restoration and maintenance	4:00pm

October 8-9-10 PSRMA's Big rail weekend in San Francisco, call George Geyer 234-0555

Museum T-Shirts Available

I have about sixteen T-shirts left. They have the museum logo on the back and the words SUPPORT YOUR LOCAL RAILROAD MUSEUM on the front. The shirts are 100% polyester no-shrink in yellow, tan or blue with black colorfast design and lettering. They are available at cost ($7.00 each) in x-large, large, medium and small. Call Larry Rose at 469-3064 and reserve yours now!

GET IN THE P.S.R.M.A. HABIT !

Help Make a Railfan.... Show a Kid a Train !

by Tanya Rose

Linda Di Giorgio, our hardworking staffer who answers the museum phone many times a day, is in need of folks to help give the tours at Miramar. Linda breaks away as often as she can (sometimes as often as 3 or 4 times a week) to show our locomotives and passenger equipment to groups of usually 20 to 30 kids and adults. The tours happen during school hours---usually at 10:00 and 2:00 and don't take over an hour from beginning to end. I'm sure there are those among us who perhaps haven't the time to staff the Victoria for 5 hours, but could and would give Linda a hand by volunteering for just a 1 hour time span. Here's your chance to influence children by proudly showing them a little piece of our railroad heritage, and perhaps sparking a life-long interest within them. Linda has assured me that you will be provided with all the information you need. Why not give her a call today; you'll be taking a little of the pressure off of her and spending your time in a truly meaningful way. Phone her at 280-1781.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
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