

Report

Of the Pacific Southwest Railway Museum Association Inc.

Issue 36

Lemon Grove, California

March, 1967

SUMMIT STATION IS CLOSED

An era ended on February 13, 1967. On that date the Santa Fe closed the train-order office at Summit, California, atop Cajon pass.

Eleven days notice was given before the closing. The station itself is still open for business with an agent on duty. Like many other train order stations, Summit was closed because of the newer way of doing things-automation.

FRS is looking for a new home for its Descanso, an old electric funeral car once used in the Los Angeles area. The once proud street car will be moved because FRS is afraid that it may be vandalised now that the train order station is not open day and night. Among the possibilities are removal to such a place as OET or Travel Town.

STEAM AT UNIVERSAL STUDIOS

FSRMA will operate a bus tour to the Universal Studios on Saturday, April 8. The party will tour the studios and get a chance to observe steam locomotive number 5 in operation. The tour of the studio will begin at 10 a.m.

Rail historian, Gerald Best, will be on hand at the studio to answer your questions. This promises to be an interesting day.

Private transportation will be optional. Fares will be \$10 with bus transportation and \$6.70 otherwise. Watch for more details on this trip.

BARBER IS APPOINTED ROADMASTER

A recent new member, Walter H. Barber, Jr., has been appointed to fill the position of roadmaster for FSRMA. Mr. Barber is well qualified to fill this position as he is a general contractor who is often called upon to rebuild or construct spur tracks locally.

Mr. Barber has been a great help to the museum in the past. Without his help the moving of the SMV railbus would have been a great hardship.

LAVINO NO. 10 IS NEARLY MOVED

The work parties of February 12 and 26 almost made it-but not quite. A little matter of derailing a pair of wheels kept the work force of February 26 from getting the engine onto OET rails.

The following members were hard at work at one or both of the work days: Stan Kerr, Charles Kent, Terry Durkin, Ted Grove, Herb Kelsey, Dick Lennick, Vic Koenigsberg, Everette Mardock, Eric Sanders, Jon Compton and Walt Hayward.

Additional trips to OET were made by Hayward, Durkin, Koenigsberg and Grove to work at getting both of the engines ready for boiler inspections and the like.

Another work party has been set for the weekend of March 11 at OET to perform work on the two steamers.

APRIL WORK PARTY AT LAKESIDE

FSRMA'S monthly work party for April will be on Saturday, April 15. The work party will labor on the museum's Fairmont rail bus.

Work has progressed slowly on this project. Thus far the firewall and pilot are finished. Most of the body work has also been completed making the bus nearly ready for the primer coat. With a good turn out the bus may begin to look like a rail bus should.

MUSEUM LAND COMMITTEE APPOINTED

A land committee, to study all aspects of land acquisition, has been appointed by president Durkin. The main purpose of the committee will be to investigate potential museum sites, making known its findings and recommendations to the FSRMA board of directors.

Museum members appointed to study the land problem are Stanton Kerr, Charles Gerdes, Jack Stodelle, Eric Sanders, Walter Hayward, Lee Adams and Richard Lennick, who will serve as chairman of the group.

Let's give this group all the help and encouragement we can.

Report is the official publication of the Pacific Southwest Railway Museum Association of San Diego County, California, Incorporated.

Report is issued without cost to members of the Pacific Southwest Railway Museum.

Officers are:

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AGENDA FOR BOARD MEETINGS

Members wishing to present proposals to PSRMA's board of directors are welcome to do so. But, please remember that our board of directors meetings usually are quite lengthy with much business to take care of. Therefore, all items of business to be presented to the board of directors must be presented to the president prior to the meeting. In this way they may be placed on the agenda for the meeting helping to conduct the meeting in a more logical manner.

SAVE OUR LOCOMOTIVE

At the February board of directors meeting, the president was authorized to prepare a fund drive designed to attract 1000 donors of \$10 each. The primary purpose of the campaign is to raise funds for the purpose of paying for locomotives and their upkeep.

A pledge to pay \$2 at periodic intervals was suggested. For incentive, each donor would be entitled cab privileges and certain other operating rights.

In the past our locomotive projects have been fairly well supported. PSRMA thus far has been able to meet all expense incurred in the moving of the two locomotives now at Ferris. So let's not drop the ball now. We thank you for your support.

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WHERE IS OUR SHAY?

The former Feather River Railway shay is still in Oroville. The Western Pacific Railroad's general manager, L. D. Michelson, recently notified Terry Durkin, PSRMA president, that the shay would have to be transported on a flatcar over W. P. rails. The W. P. reasoned that the low speeds necessary for this type of movement on the locomotives own wheels would raise havoc with the carriers traffic.

Durkin later reported that the W. P. had agreed to handle the locomotive on its own wheels, provided the mechanical department would approve. Even at that the shay would be restricted to 15 miles per hour and could only be moved a maximum of 25 miles per day.

The engine will travel for 111 miles over W. P. rails— from Oroville to Stockton. The remaining 481 miles to Ferris would be over the Santa Fe.

Transportation costs of the movement are expected to be nearly \$800. So let's dig down again folks.

STEAM RECORDINGS

Funds were approved at the museum's February general meeting for production of a recording of steam sounds. Ted Grove, who made the original tapes, has been hard at work on this project.

The recordings were made in Arizona, and Colorado during the past summer. The railroads featured included the Magma Arizona, White Mountain Scenic, and the Denver and Rio Grande narrow gage Silverton branch.

Proceeds from any sale of the record will be used to further the progress of the PSRMA.

MEETINGS TO BE AT SANTA FE STATION

Our regular monthly meetings will be held in the Safety Room, upstairs in the Santa Fe station, beginning with the coming meeting on March 19. The meeting will start at 7:30 p. m.

As a reminder, our regular meetings are usually scheduled for the third Sunday of each month.

APRIL WORK PARTY

A work party is scheduled for Saturday, April 15 for the purpose of proceeding restoration of the railbus. It will be all day at 12067 Riverside Drive, Lakeside, on Hayward's property.

To enable you to bring your records up to date, the following information in regard to new members who have joined the museum since the last membership roster was published is made available. Please add to your roster to bring it up to date.

REGULAR MEMBERS

Barber, Walter H. Jr.,	7309 El Cajon Blvd,	La Mesa, California 92041	
Barich, Jack L.	151 Whitnev Street	Chula Vista, Calif, 92010	422-9062
Compton, Jon	P. O. Box 501	La Mesa, Calif. 92041	
Davids, Ben	3787 Florida Street	San Diego, Calif. 92104	
Lundeen, Edward	321 South 49th St.	San Diego, Calif. 92113	
Root, Bernard J..	180 "J" Street	San Bernardino, Calif. 92410	
Bovd, George R.	10453 Hawley Rd.-	El Cajon, California 92021	445-2614

CONTRIBUTING MEMBERS

Courtesy Chevrolet	Mission Valley Valley Centre Rd West, San Diego, Calif 92110
Fletcher, Ed, Co.	2340 Fletcher Pkwy El Cajon, Calif
Mc Laren, Edithe	5460 Chollas Station Rd. San Diego, Calif. 92105
Goldman, Phillip	
Ekholm, Charles I.	272 Henry Street Brooklyn Hgts, N. Y. 11001

Change of address: Correct to read as follows:
 Gaddie, Robert L. RA 18 840 864, Co "C", 2nd Tng Bn, USA AIT Inf Bde,
 3rd Platoon, Ft. McClellan, Alabama 36201

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FEBRUARY BUSINESS MEETING

Among the business transacted at our business meeting for February were the following items.

Renewal of bulk mailing permit was approved.....New members accepted were Boyd, Compton, Root, Barich and Barber... Transfer of the former Pickering Lumber Company's locomotive number 10 to the Pacific Locomotive Association was approved. April would be the month to have movies at our meeting. Among the flickers mentioned were of the General Dynamics rocket sled, E. J. Lavino engine number 10, and maybe some railroad instruction films..... Feather River shay # 10 accepted from the Georgia Pacific Corporation, valued at \$37, 000.....Coal would not be available from the Kaiser Corporation at Fontana, California.....A guest present was John Vannes, who is now in the U. S. Navy and a Milwaukee Road brakeman.....

TEHACHIFI TRIP

The Pacific Railway Society is planning a train trip, with photo stops, from Los Angeles to Bakersfield and return on Sunday April 2. Lv L.A. 9:00am and return at 9:45pm. Fare 10.50 for Adults and 7.25 for kids. PRS, Box 5279 Metro Sta LA 90055.

EDITORIAL COMMENT

The Pacific Southwest Railway Museum has come a long way since its beginning in 1960. Take a look at the equipment we have acquired, and the successful campaign to raise the funds necessary to accomplish these things.

Now that we have the equipment we are all eager to see it in action. This is fine, but don't forget the safety factor that is needed in this type of operation.

Above all think about this. Who is qualified to operate these steam locomotives? How many railroaders are in our number?

Rule "C" in the standard operating rule books used by railroads says that, "Employees must pass the required examinations." To meet this end it would be wise to cover the basic safety rules and have at least a familiarization class to acquaint us with the operation of the many items that we will come in contact with in locomotive operation.

Let's take the time at our meetings to take care of these instructional items. Let's go through the book of rules and find out what these safety rules are.

In other words it is better to be safe than sorry afterward.

R-36-4 NEWS OF THE PACIFIC SOUTHWEST CORNER

SOUTHERN PACIFIC COMPANY. The California Public Utilities Commission recently said that SP officials "admit that the railroad plans to withdraw completely from inter-city passenger service." PUC also said that nothing had been done to promote or encourage passenger business in the past ten years and that a study showed a potential market for this service in the areas served by the railroad. (S. D. Union)

Fourteen persons lost their lives in two separate grade crossing accidents recently near Sacramento. Nine were killed in one crash involving a station wagon and freight train. In the other 5 were killed when a pick-up truck ran into the side of a fast moving freight.

A freight car broke away from a train near El Monte on March 5 and travelled four miles before it was caught by an 18 year old boy who stopped the runaway with handbrakes.

ATCHISON TOPEKA AND SANTA FE. A San Diego bound freight rammed a Camero at Palm Street recently. The occupants of the auto were pinned in the wreckage for quite some time before they were freed. Many long trains of potash have been noted so far this year.

STAR AND CRESCENT FERRY COMPANY. Mavor Curran of San Diego recently made a plea to the California Toll Bridge Authority that the "nickle snatchers" be allowed to continue serving North Island and San Diego.

SAN DIEGO AND ARIZONA EASTERN RAILWAY. The roustabout recently struck an auto at the Palm Street crossing in Lemon Grove. The driver and passenger were uninjured. More spectacular was the crash between a truck and trailer and a switch engine on February 24. The truck-trailer containing 803 cases of Wesson Oil overturned injuring the driver. The accident which was a slippery mess with all the diesel fuel and cooking oil took 7 hours to clean up. The truck's trailer was completely demolished and the locomotive lost some of its handrails in the collision.

The 7pm Celery switcher which serves the South Bay packing sheds will be discontinued shortly, probably by the time that you read this.

Another new spur coming soon to El Cajon will serve Ceazan Tire Company who has been forced to move because of the San Diego-Coronado bridge.