

Report

Of the Pacific Southwest Railway Museum Assn.
Lemon Grove, California

May, 1967

Issue 38

WHAT IS HAPPENING TO OUR STEAMERS

We hear that Charlie Holcomb has been hard at work up there at Perris. He is a new member who has worked nearly every week-end on our locomotives at Perris. He is also in charge of any work to be done on the locomotives.

Terry Durkin, PSRMA president, reports that after the hydrostatic tests were made on the two locomotives last April 24, sad news was recieved, along with the good. Former Mojave Northern Number 3 was condemned by state inspectors. It needs some pretty expensive repairs which will have to wait until better times come. E. J. Lavino Number 10 was passed with flying colors. This was good news for once.

Durkin also reports that the 10 spot was fired up on Sunday, April 30. He also said that it was planned to fire up the engine again on Sunday, May 21. Why, we wonder, couldn't this have waited until the membership in general could be on hand for the event? (See editor's comment)

Feather River shay number 10 is now at Perris, and another moving job awaits us. From all reports recieved this is a beautiful hunk of motive power.

EDITOR'S COMMENT

A land committee meeting is slated for May 17. It is important that we make all possible efforts to obtain land near San Diego. After all that is what PSRMA was formed to do, bring a railroad museum to San Diego.

The situation of having our equipment at Perris is a necessary evil, but it does put us in San Diego at a disadvantage in having to go on a 160 mile round trip to take care of our equipment.

It also puts us in the place where local control of our equipment is next to impossible. Don't get us wrong we are grateful for the use of OET at Perris and would be in bad shape without it. Let's go San Diego, get some land and get our San Diego museum on the road.

JON COMPTON TO HEAD LAND COMMITTEE

Jon Compton has been named as Chairman of PSRMA's Land Committee. He takes over from Richard Pennick, who has resigned from the committee.

This committee's prime objective is to make a study of lands which are suitable and available for museum purposes.

A meeting of this committee is to be convened on May 17. The Report will keep you informed of the progress of this important phase of our development.

Do you know of any property, preferably near a railhead, which might be available for a museum sight? If you think you do, please inform this committee so that they can investigate its feasibility.

ANNUAL BUSINESS MEETINGS SUGGESTED

The idea has been brought forth to have only one business meeting each year for this corporation. The other months of the year could then be devoted to the education of our members through the use of Classes and movies on railroad subjects.

Sounds like a good idea and it would make our meetings more interesting and useful. The board of directors, under this set up, would handle business matters of the corporation, which is their main purpose in being anyway. The board meetings are, even now, always open to interested parties.

Come to a meeting and let your views be aired on this idea.

MAY MEETING NOTICE

The regular monthly business meeting of the Pacific Southwest Railway Museum Association, Inc. will be held Sunday, May 21, 1967, at 7:30 p. m. The meeting will be upstairs in the Safety Room of the Santa Fe station, 1050 Kettner Blvd in San Diego.

R E P O R T

FINANCIAL HELP IS NEEDED

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

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JUNE WORK PARTY AT PERRIS

The week-end of June 10 and 11, 1967, is scheduled for a work party at Orange Empire Trolley Museum, Perris, California. Much work is needed on our equipment and possible moving of the shay.

How about making it a week-end at Perris? PSRMA needs you. Remember that's June 10 and 11, mark it down on your calendar so you won't forget.

SD&AE BRIDGE BURNS-BUT NOT DOWN

The bridge over Chollas Creek, on the El Cajon line's horseshoe curve suffered from fire late in the afternoon of Monday, May 8. A portion of the deck was scorched somewhat, but trains were running as usual on the 10th. Luck was with the road in this one.

ROCK ISLAND DIESELS IN L. A.

The Rock Island and Southern Pacific are now pooling passenger units on the Golden State. Some SP units go into Chicago and RI units get into L. A. This started on January 5.

On February 15, freight diesels and cabooses were pooled on the SP-RI between El Paso and Kansas City.

Looks like that pretty soon the motive power of the railroads will be moving interline along with boxcars, and other freight cars.

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With the coming of our steam locomotives, PSRMA's expenses have taken a very big leap upward. The Santa Fe also made a mistake in the billing on the E.J. Lavino No. 10. They only billed us for one-half of the amount called for in the tariff.

As you can guess our coffers are pretty flat. We have some outstanding bills which must be paid without delay. So members and friends dig down and help out with what you can. Remember, this is your museum, and all donations are tax deductible.

BY-LAWS RETURNED TO COMMITTEE

The proposed by-laws for this corporation were presented at our April meeting. Several of the provisions contained in the proposed by-laws were turned down by the members. The most controversial of the articles was the one that outlined the voting qualifications of members. Most of the provisions within the proposed by-laws were approved by the members present.

The by-laws committee chairman, Walt Hayward, reports that the committee has been convened during the time since our last meeting and will present revisions of the articles returned to the committee for rewriting. The revised articles are expected to be presented to the membership at our next meeting, May 21, 1967.

LAND COMMITTEE MEETING COMING UP.

General Superintendent Walter Hayward has reported that the land committee has tentatively set up a meeting date of May 17, 1967. The meeting is expected to take place during the evening at Nebo Hall in La Mesa. Any members that are interesting in attending this meeting should contact Jon Compton by phoning him at 463-3933.

Any and all leads on suitable land that might be investigated by the committee would be greatly appreciated.

HAVE YOU PAID YOUR DUES?

Please do not forget, if you have not paid your dues for 1967 they are late. Besides, your museum needs them to be able to operate. Please send 'em to Mr. Charles Gerdes, 10642 Garden Way, Spring Valley, California 92077.

NEWS OF THE PACIFIC SOUTHWEST CORNER

SAN DIEGO & ARIZONA EASTERN RAILWAY:

The annual sugar beet season began in Imperial Valley during the last week in April. During the season the SD&AE will handle about 2500 carloads of the beets from Seeley to El Centro.

SPINS was placed into operation at San Diego on May 1. SPINS stands for Southern Pacific Industrial Numbering System. Under this system an instant inventory of all cars within an industrial zone or yard can be made from an IBM card file. Now the various cars are not shown on which lists by shipper's name or destination. The cars destination is indicated by a five digit number such as 11019. The first digit indicates the industrial zone, the next two digits the track number, and the final two digits indicate the spot number on that track. Just think now the switchmen need a road map to find their way, since all the tracks have been renumbered.

SOUTHERN PACIFIC:

The new Palmdale-Colton cutoff is scheduled for completion by the end of July. With the completion of the new line the Techachapi Loop will be a busy place. Including SP and Santa Fe trains, about 50 trains a day will traverse the Mojave-Bakersfield portion of the line. That's an average of one train each half-hour.

SAN FRANCISCO MUNICIPAL RAILWAYS:

On April 14, during the height of the evening rush hour street cars 1139 and 1142 collided headon at 11th and Market Sts. in downtown San Francisco. Many persons were injured and both cars were damaged extensively. It was all caused by the failure of a spring switch..... SF Muni also is considering the purchase of some new street cars which will be quite like the old Key System units. (Bay Area Electric Railroad Review).

WESTERN PACIFIC:

The I. C. C. has decreed that the California Zephyr operation be continued in the interest of the general public. The road filed notice on August 3, 1966, calling for discontinuance of these trains between San Francisco and Salt Lake City. Because of the numerous protests the train was ordered to continue service while a final decision could be made. The findings of February 14, were such as to cause the I. C. C. to order the continued operation of the famous C. Z. (FRS Wheel Clicks)

FORMER KEY SYSTEM units owned by the California Railway Museum will be operated by the Bay Area Electric Railroad Association on Sunday, June 11, 1967. The trip will be an hour long and operate over Sacramento Northern trackage between Rio Vista Junction and Molena. The units will leave Rio Vista Jct, every hour on the hour between 9:00am and 5:00pm with the exception of noon. The fare will be \$1.95 for adults and \$1.00 for those 5 through 13 years. Under five goes free. For more info write the Bay Area Electric R. R. Assn., 314 15th street, Oakland, California 94612.

A TOUR OF SOUTHERN PACIFIC's Taylor Yard facilities on June 3, will be sponsored by the Pacific Railroad Society. The number of persons in a group are limited and there will be two tours, one at 9a.m. and one at 11:30a.m. The cost is \$1.50 per person and reservations must be made in advance due to the size restriction of groups making the tour. The tour takes 1½ hours and is very interesting. Better hurry. Write Shop Tour, Pac. RR Society, PO Box 5279, Los Angeles, California 90055.

SANTA FE:

Two excursions operated over the Surf line on the week-end of May 6 and 7. One operated from Los Angeles to Fallbrook for the annual Avocado Festival. The other was a special train sponsored by the Rotarians from San Diego to Escondido for a picnic at Felicitas Park.

A switch engine struck the rear trailer of a bulk cement carrier at 28th and Harbor Drive a few weeks back. The trailer was badly damaged and a lot of cement was spilled.

Some new cabooses have been placed in service on the system. They are of the cupola type and are painted bright red with the large Santa Fe herald and a white stripe down the side.

R-38-4 N E W S O F T H E P A C I F I C S O U T H W E S T C O R N E R

FT. WORTH AND DENVER:

Notices were posted on April 1, the day after losing the mail contact, that the the remaining Dallas-Denver passenger trains, numbers 2 and 7, would be discontinued on May 10. Opposition to the trains discontinuance was voiced and with the hearings involved the trains will continue until around September. (The Clearance Card)

THE SANTA FE'S TEXAS CHIEF was discontinued between Houston and Galveston on April 10 and 11.....New upcoming passenger power is expected to be a cross between a "geep" and a "covered wagon." The new units will feature road-switcher low noses and will have a covered car body from the cab back. On order are nine SDP-45's numbers 100-108, and six U-30-CG's, numbered 400-405. All are due in the latter part of 1967...
....(The Clearance Card)

EL PASO CITY LINES:

Tracks are being laid at the El Paso (Santa Fe) Customs in El Paso for the re-opening of the Juarez loop.....(Short Circuit Bulletin).