

Report

of the Pacific Southwest Railway Museum Assn, Inc.

Issue 43

Lemon Grove, California

November, 1967

NEW OFFICERS FOR 1968

At PSRMA's general meeting on October 15, 1967, new officers were elected to preside over the museum's activities for 1968. Elected president was Eric Sanders, one of the first members of the group.

Other officers elected were: Stanton Kerr, vice president; Richard Pennick, secretary; David Willoughby, treasurer; Walter Barber, long term board member and Jon Compton, short term board member.

INSTRUCTION MEETING SET

A meeting for the purpose of instructing members in the operation of steam locomotives and various other equipment will be held on November 19.

The meeting will take place at the Orange Empire Trolley Museum, Perris, California. Remember that it is of greatest importance that we all learn as much as we can—please try to be there.

WORK PARTY SLATED FOR NOVEMBER 12

Many of the museum's spare parts are now stored at Walter Barber's equipment yard on Commercial Street in La Mesa. Now we have a place of our own for them, and Mr. Barber needs the space for his own equipment.

Every member who can make it to the Barber storage yard are urged to do so on Sunday, November 12. All hands will be needed.

COME AND SEE

All members are invited to visit our equipment stored on the Hayward property in Lakeside.

The Santa Maria Valley railbus is located there and it looks sharp too. Also on the property is a former San Diego Electric Railway Company 1926 White line (or tower) truck, which was donated by the South Bay Demolition Co. of Otay.

WE NEED YOUR HELP

Members—The PSRMA has come a long way in the past year. We have obtained three locomotives, one of which is operating at OET. Our beautiful 100 ton Shay is in San Diego, it is in ICC operational condition. We have gone a long way towards realizing our dream of an operating museum in San Diego. For years we have talked of getting an operating steam locomotive. It finally came to pass—three fold. We are hot on the trail of land and expect to have a site within a year.

All of this looks rosy doesn't it?? Let's face it, things aren't what they appear to be. Like most museums money is the great problem.

We owe the Reading Railroad \$787 and have arranged to pay off this debt at \$100 per month. We have the first four payments in sight. We also owe \$600 to a couple of members, \$145 for locomotive repairs and \$472 for insurance.

Most of these debts are due on the 31st of December. If these bills are not paid we could lose our locomotives and be right back where we started in 1961—flat broke with no equipment!

Several people have asked why we obtained the locomotives and dug ourselves in so deep. Friends, a museum isn't a building or a piece of land, it is the exhibits contained therein. The steam locomotive has disappeared. If we wait much longer we won't have anything to build a museum for.

As I said, we stand to lose it all! We need your help now. Loans will just dig us in deeper. **DONATE.** It's time to give until it really hurts. Some have more resources than others. Most can dig up \$25.00 to \$50.00, some a \$100.00 and a few even more. I would hate to think that I was responsible for the scrapping of an entire museum for just a few dollars. **DONATE TODAY.**

Terry Durkin, president.

BOARD BRIEFS

A board of directors meeting on October 24, touched on the following.

- DIRECTED** Jon Compton to reactivate the land committee.
- APPROVED** special board meeting to formalize a contract with Jolly Duthie for excursions.
- APPROVED** that no regular meetings be held in November and December and that instruction meeting would be held at OET on November 19.
- EXPECTED** donation of two more locomotives with transportation costs to be paid by donor! One to be leased to Peterson Lumber Company.

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R E P O R T

Report is the official publication of the PACIFIC SOUTHWEST RAILWAY MUSEUM & ASSOCIATION OF SAN DIEGO COUNTY, CALIFORNIA, INCORPORATED.

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WITH THIS ISSUE

Members of the PSRMA are with this issue of the Report, receiving a copy of the Pacific Railroad Society's "Wheel Clicks."

This is part of an exchange program that PRS is implementing with other railfan organizations to familiarize other fans with their organization and to help them learn more about others too.

This is a great idea. We like it. Our Report is going out to their members late in January of 1968. Many thanks to PRS for their interest in others.

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HEADLINE NEWS ON PAGE TWO

Good news came our way. It should be on page 1, but it came too late.

The museum has been donated another locomotive. And with our financial position as it is you might think that this is not too good. But something better could never happen. Here is the story.

The Georgia Pacific Corporation has donated their "Minerates" type 2-8-2T, located at their Coos Bay Timber Division at Powers, Oregon. The locomotive has 44" drivers, 20x24 cylinders, weighs 90 tons, and is an oil burner. It was originally built for Coos Bay Lumber Company at Powers, and sold to Georgia Pacific in July, 1956.

The best part is that the Georgia Pacific Corporation is also donating the cost of transporting the locomotive to San Diego. The engine will be on its way shortly after the first of the year.

WATCH THOSE MEETING DATES!

No museum meetings have been scheduled for the months of November and December, but operation at OET is planned for November 19.

The next scheduled general meeting is to be on Sunday, January 21, 1968. How about let's make that a potluck-installation dinner? Maybe make the Friday before the third Sunday in January? How about it officers?

While we are on the subject of dates don't forget, board members for '68, our constitution requires that a calendar of board of directors meetings be published in the Report in the first issue of each year.

PICKERING NUMBER 10 GOES TO KLAMATH

The ex-Pickering 3-truck Heisler No. 10, owned by the Pacific Locomotive Society, and once owned by PSRMA, has been sold to the Klamath and Hoppow Valley Railroad at Klamath, California. The 10 spot is to provide backup power for the lines 2-8-2T. The locomotive was expected to be trucked from its location in Stockton to Klamath in October. (Pacific News)

FOR YOUR CONVENIENCE

A cut-out coupon has been provided for your use in helping out the museum. It is on page 3 and you can give to the project of your choice.

R-43-3 NEWS OF THE PACIFIC SOUTHWEST CORNER

EL PASO CITY LINES: Street cars on the El Paso - Juarez loop were scheduled to begin operation on October 27. They had been out of service for quite sometime due to the construction of a new channel for the Rio Grande in the land exchange between the U.S. and Mexico.

SOUTHERN PACIFIC: Application for abandonment of the Lark has once more been made to California Public Utilities Commission. The request was denied 19 months ago. Now that the mail contracts have been cancelled--who knows?....Application has also been made to the ICC for removal of trains 3 and 4, the Golden State, between Tucumcari, New Mexico and El Paso, Texas. (The Rock Island has also requested to discontinue the Golden State between Chicago and Tucumcari).....Fifteen double-decker gallery cars have been ordered for the San Francisco commuter service. About 12, 000 commuters ride daily in 44 trains on the 47-mile run to San Jose. (Trainman News)....

MORE CHIEFS, LESS INDIANS: It was interesting to note from information released by the Bureau of Accounts, Interstate Commerce Commission, for the month of August, 1967, that the number of executives, officials and staff assistants on Class I railroads have increased by 2.45 percent over August, 1966, whereas the total of transportation (train and engine service) employees decreased by 3.67 percent. From these figures it makes one wonder if the day might come when the railroads will have all Chiefs and no Indians..(Railroad Labor News.)

SAN DIEGO AND ARIZONA EASTERN: G. E. 70-tonners 5101 and 5119 were replaced during October by two E.M.D. SW-8 units numbered 1111 and 1115. Both E.M.D. units are 800 horsepower, weigh 212,000 pounds and are equipped with dynamic brakes and MU controls. One 70-tonner remains on the SD&AE. It is the 5106. The large brush fire near Tecate, in Baja California, caused some concern on the road as it consumed quite a few telegraph poles and a lot of ties. A new spur is in service serving Columbia Paper Company at National City. It is located on the former National City Airport property..... With the end of daylight savings time and its earlier darkness most switching on Commercial street is being done after dark, with the cars lighted up with fuseses.....

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YES, WE KNOW, IT'S THE SAME OLD STORY. But it is true. We are in desperate need of money if our museum is to go on operating. We are bringing you the thing that most of us have long waited for....an operating museum. It is up to you, so lets get with it. Remember it is tax deductable.

- - - - - CUT HERE - - - - -

THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Incorporated
P. O. Box 12096, San Diego, California 92112.

Please find my donation of _____ dollars and _____ cents enclosed to be used to further the progress of one of the following projects. (Check One).

Project	Total needed to complete project.
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___ Pay loading charges for E. J. Lavino No. 10.	\$787.12
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___ Operating Insurance	\$210.00
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___ Shay freight charges	\$421.00
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___ Locomotive Repair Fund	\$145.00
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___ Loans Due	\$420.00
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THANK YOU
FOR YOUR
INTEREST
IN OUR
MUSEUM

Name _____	Address _____	Phone _____
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R-43-4 NEWS OF THE PACIFIC SOUTHWEST CORNER

SANTA FE: Alco RSD-5 road-switchers in the 2100 Class have replaced the 700 Class Geeps on the Oceanside-Escondido-Vista branches....Application has been made to drop 33 passenger trains in connection with the dropping of mail contracts. All are expected to go except certain connecting service and the four principle transcontinental trains.....Mail trains 7 and 8 have been discontinued.....The road still handles mail into San Diego. It comes in baggage and box cars handled in freight service. The cars are transferred to the SD&AE which serves the Post Office Annex on Main Street.. A great number of hopper cars loaded with Potash were handled in October. An extra job called out of San Diego went out to pick up some potash which had been set out north of Sorrento...

PICKERING LUMBER CORPORATION: Ex-Pickering, 3-truck shay No. 11 has been moved from Standard by its owner, Tom Irion. The locomotive travelled on its own wheels to the Bay Area Electric Railroad Association's California Railway Museum at Rio Vista, California, near Fairfield. It will be operated there in the future. (Pacific News).

CALIFORNIA WESTERN RAILROAD: The "Super Skunk" was trapped by the derailment of some NWP diesels at Willits. The passengers were rescued by a CW diesel and four ex-ST commute cars now owned by CW.....(Pacific News)))

PUBLICATIONS: The Southwest Railroad Historical Society has published a booklet called "The Age of Steam Exhibit." It is well done and shows all of their equipment in photos of very good quality. The 8½x11 booklet also gives a good history of the SRHS and its exhibits. It is well worth reading and its cost is small-one dollar. The booklet may be obtained from the SRHS, 6623 Santa Fe Ave., Dallas, Texas 75223.