

Report

Of the Pacific Southwest Railway Museum Association, Inc.

Issue 44

Lemon Grove, California

December, 1967

Season's Greetings!

BOARD RECOMMENDS DUES HIKE

The museum's board of directors has recommended that yearly dues for regular members be increased to \$10.00 per year. It was recommended that the increase be effective immediately.

The board feels that with our added financial burdens and with more to offer its members in the way of additional equipment and operation an increase is necessary.

We can expect to hear more about this at our next business meeting. The reasons and needs for our museum will be one of the main topics of discussion.

BOARD MEETING DATES FOR 1968

PSRMA's board of directors have set meeting dates for the coming year. The meetings are open to members and will take place on the second Tuesday of each month. The board will convene at the Board of Directors room of the San Diego Trust and Savings Bank. No time has been announced for the meetings, but it is presumed that they will meet about 7:30 to 8:00 pm.

HISTORY COMING UP

We know that the REPORT is kind of skimpy this time around. But the big treat is coming up real soon.

As you know, the PRS Wheel Clicks was recently distributed with our publication. Now it is our turn. Our Report is soon to be distributed for one month with Wheel Clicks.

We thought it would be interesting to make the issue a history of our group. Ever wonder how the group got started? Well now you will find out.

INSTALLATION - TOTLUCK IN JANUARY

The new officers for the year 1968 will be installed and we will have a big feast at our January meeting.

The big event will take place on Sunday evening, January 21, 1968. The place is the same as last year-Nebo Hall, 4726 Nebo Drive, in downtown La Mesa. The location is just north of La Mesa Boulevard, where the railroad tracks cross. The hall is downstairs under the La Mesa Model Railroad Club.

Some interesting films will be shown, and we will all have fun. Don't forget, bring your wives or girlfriends, and above all don't forget your dish.

The big event starts at 6.00pm. See you all there.

THANKSGIVING - TURKEY AND STEAM

Even though Thanksgiving is the traditional day to eat turkey, some of our members ate smoke too. The Feather River Shay, number 3, was fired up on November 23, complete with news and TV coverage.

The locomotive was again fired up on Sunday, November 26. Quite a few people turned out in spite of the rainy day. One gentleman stopped in after hearing the whistle blowing and tracking down the sound.

We hear that much was learned about oil burners, too. A small fire and roaring fire engines, completed the lesson we hear.

PLEASE REMEMBER TO HELP US

The museum still needs financial help. Please give what you can. Remember that there are costs in operation, insurance, equipment transportation and repairs.....

by Terry Durkin

Of the work which has been accomplished on our shay, the dirtiest task involved placing the line shafts in place. They had been removed when the engine was pulled down from Oroville. Primary workers in this phase of the project were Terry Durkin, Bob Captain, and Tony Anderson. The work party conducted by Walt Hayward in November advanced the project somewhat, but it took the original crew to finish up the job (with a little moral, vocal, support from one Pete Botten).

The biggest problem of this operation was the lowering of the line shafts and coupling rings from the tender top, where they had been placed for transit. These things are not light weight items, so there was a problem in getting them down to the ground for installation. Unfortunately, the forklift which was graciously donated by Bud Winsby, who owns the heavy equipment firm located near the shay's spur, was not quite high enough to reach the top of the tender. It was decided to roll the rings and shafts off the tender and onto the waiting prongs of the fork lift, which would lower them to the ground. This nearly proved to be disastrous. The #3 coupling ring was the guinea pig for this operation, but unfortunately once it was rolled off the edge of the tender it passed right through the prongs of the forklift and went smashing to the ground. Loudly. Luckily very little damage was done, but it was obvious that this was not the way..

It was then decided that if things were going to go crashing to the ground, why not have something waiting to break their fall? It just so happens, there is an abandoned foundry located right next to the shay's spur. And right next to this foundry were huge piles of foundry boxes, large forms of 2x12 slabs of wood nailed together as boxes. A pile of the boxes were stacked next to the tender. Presto! An ideal landing area! The heaviest line shaft, about 2500 pounds, was rolled off the tender and on to the stack of boxes. There was a large resounding -crunch- as the foundry boxes cumbled under the weight of the shaft. But once the remains of the foundry boxes were removed, there lay the line shaft with hardly a scratch. A method had been found. The fork lift was then

utilized to place the shafts and couplings into position.

Thanks to the efforts of a few of our members, the engine now looks as good as it runs, if that's possible. The interior of the cab was completely repainted by John Hathaway, Bob Captain, Terry Durkin, Dennis Hite, and Bob DiGeorgio. This beautiful job was somewhat dirtied up on the run of Turkey Day when an oil leak developed in the fuel line and ignited when the engine was being refired after being turned around by a Santa Fe switcher. A great deal of the cab, particularly the engineer's side, lost its gleam of new paint due to the soot, but luckily there was no structural damage to speak of. The interior paint crew mentioned above went back to work and in no time the cab was returned to its former glory. Oh yeah, and the oil leak(s) is being repaired.

The exterior of the engine is also getting a face-lifting. New glossy black paint covers over 75% of the entire engine, and she just glistens in the sun. So far the paint crew has consisted of Bob Captain, John Hathaway, Terry Durkin and Pete Botten, and occasionally Ted Haas. She really looks beautiful in her new coat, but shes not finished yet. You can treat yourself and go down and look at her, or better yet, YOU can pitch in and help.

The tender needs to be finished, while the silver lettering and striping need to be brightened up. Most of all the silver smokebox is in need of a good scraping or sandblasting before it can be repainted. There is no need for an organized work party to do this. Just call our superintendent, Walt Hayward, 448-2954, and he can arrange for the necessary tools. So far most of the work on the shay has been accomplished by individuals who have gone down alone or in small groups with no urging from anyone else. Inside the cab is a folder of work orders explaining the many different jobs which must be done. Plans call for an operation on New Year's eve and day (including a night operation with a mid-night count-down on the whistle) and we'll have all the camera bugs there. We want the old gal to look proud. but it's going to take your help.

THE TREASURER reported that income currently was equally outgo. Funds are on hand to meet the necessary obligations due on or before December 31.

THE PROPOSED EXCURSION CONTRACT with Wally Duthie was reviewed. An addition was made, giving a time period of 30 days for implementation of a mutual termination. An attorney will review the contract after which a copy will be forwarded to Duthie for his review.

MAILING OF DONATION BROCHURES is planned for late in January. Doug Reynolds offer to address the cards was accepted.

OET * ISRMA relationship has been reviewed by the OET board. A letter recieved by Stan Kerr regarding the problems set forth by OET was discussed. It was agreed that operations at OET be discontinued until the problems be resolved.

A SPECIAL ISSUE OF REPORT was authorized by the board. This is in connection with the exchange with PRS "Wheel Clicks".

AUTHORIZATION FOR REPAIR OF POP VALVES was made. The shay steam gauge is to be tested and calibrated, and if necessary the pop valves will be rebuilt.

PROPOSED A DUES INCREASE to ten dollars per year.

PLANNED INSTALLATION dinner (potluck) with Kent Anderson to be in charge.(See pg. 1)

Report

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

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RETURN OF THE RED CARS

According to an article in a recent issue of the Trainman News, a Brotherhood of Railroad Trainmen publication, the Southern California Rapid Transit District will ask voters next year to approve financing for a 62 mile commuter rail network for the Los Angeles area.

The proposed network will be a combination of surface, subway, and elevated track. The cost of the rail system with over 300 miles of feeder bus lines will top 1 1/2 billion dollars.

To most of us, who are rail minded anyway, it seems kind of expensive to do things this way. Just think of the over 300 miles of Pacific Electric Railway interurbans that until just a short time ago performed basically the same service.

Of course the Red Cars were not the most modern. But they were fairly fast, and could outrun the busses. Looks to us as though things done in the name of progress tain't necessarily so. Like Have-lock Ellis said-"What we call progress is the exchange of one nuisance for another nuisance." Wonder if the new rail cars will be red? How about it SCRTD?

REWARD! \$5000.00

The Southern Railway has offered a \$5000. reward for information leading to the arrest and conviction of a gunman who has injured an employee in East St. Louis.

R-44- NEWS OF THE PACIFIC SOUTHWEST CORNER

SANTA FE: Eleven freight cars were derailed in late November, between Broadway and Market Street, in San Diego. The cause was attributed to the rains which in turn contributed to the spreading of the rails. Oh well, the mess was cleaned up the following day at any rate.....Also in November a switch engine struck a City of San Diego panel truck at Eighth and Harbor Drive. The truck was flipped on its side without injury to driver or crew.....

NEW YORK CENTRAL: The famous 20th Century Limited made its last run, complete with red carpet, on December 3, 1967. The Century whose passenger list read like "Who's Who," has been replaced by a slower train. The new train will be known by number only and will make more stops. The fanfare which made the 20th Century famous is now but a fond memory.... (S D Union)

A NEW RAILROAD CORPORATION has been approved by the I. C. C. Known as the Great Northern Pacific and Burlington Railroad, the line will become the nations longest railroad. The 24,000 mile plus system will be made up of the Northern Pacific, Great Northern, Chicago Burlington and Quincy, Colorado and Southern, Fort Worth and Denver, Spokane Portland and Seattle, and the small Pacific Coast Railroad in the state of Washington.

SAN DIEGO AND ARIZONA EASTERN: Been hearing interurban whistles lately? Well, you haven't been hearing things. Engines 1111 and 1115 normally used on the El Cajon line are equipped with ex*IE whistles as well as the standard chime whistles.....With the celery season just around the corner, two more diesel units have arrived on the local scene. They are the 1110 and 1013, both of which have been used in town before. Number 452 of December 11 consisted of 4 diesel locomotives and three cars with caboose. This is the shortest train on the line for several moons.

EL PASO CITY LINES: Although it was reported that street car service was to begin on October 10, the line is still out of operation. It seems that a test run was made on part of the line that day, however. Regual service is still apparently quite away off.

SANTA FE has applied to the Interstate Commerce Commission to discontinue "The Chief" and "The Grand Canyon" between Chicago and Los Angeles on January 18, 1968.

Pennsylvania's "Broadway Limited" now handles coaches as well as sleeping cars. It was the last "all Pullman" train in the U. S.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

Special announcements

1. The Shay steam locomotive will be fired up and test run on Monday, January 1, 1968, from approximately 9 a.m. to 3 p.m.

The locomotive is on about 150 feet of track on Santa Fe-owned industrial track adjacent to the south end of the 22nd Street Yard. Come to Sigsbee and Harbor Drive - then drive west on Sigsbee.

This operation will be especially for PSRLA members and for donors to the Shay fund. If conditions allow members and Shay fund donors may take a hold of the throttle and the brake for a few moments. Terry Durkin will be in charge of the day's operation. Be there. Bring your camera and your engineer's gloves.

Tentative plans call for the locomotive to be warmed up enough so the whistle can be blown about midnight on - well, to welcome the New Year. See you on January 1.

Walter Hayward
General Superintendent.

2. Save the evening of Sunday, January 21, about 6 p.m., for the first quarterly meeting. Business session will be very short. Plan on a supper, the installation of officers, and a film or two. Kent Anderson is in charge. He'll be contacting you. We are expecting to see wives, girl friends, sisters and sons and daughters.
3. First Board of Directors meeting of the year will be held Tuesday, January 9, at the Board Room in the San Diego Trust & Savings Bank main office in San Diego. Terry Durkin, immediate past president and chairman of the Board, will preside. Only Board members may vote but other members may attend.

Eric Sanders
Secretary

Mark your calendar:

Regular meetings: January 21, April 21, July 21, October 21

Other meetings: third Sundays of other months as and when announced

Board of Directors meetings: second Tuesday evening.