



Report

Issue 47

Lemon Grove, California

April, 1968

APRIL MEETING TO BE ON FOURTH SUNDAY

PSRMA's meeting date for April has been changed to the fourth Sunday of the month. That is the 28th.

As an added inducement, George Oliver will be on hand showing some of his fine collection of railroad movies. He will be showing both sound and silent films. Many of the films will be featuring shay operations. Some of the railroads that will be featured are the West Side (Pickering) Lumber Co. and the Feather River Railway Company.

Here is your chance to see pictures of PSRMA shay No. 3 operating in her heyday.

As is usual the meeting will be held in the safety room, upstairs, in the Santa Fe Station in San Diego. The meeting will begin at 7:30p.m.

ENTERTAINMENT MEETING SET FOR MAY

Sunday, May 19, the PSRMA will meet in the Santa Fe Safety Room for an evening of entertainment. Thomas Matson will be on hand to show us his slides and movies. The movies and slides are expected to feature operations of Key System and Pacific Electric interurban cars — all in Buenos Aires, Argentina.

Sounds like quite a meeting don't it. Tom may also show us some pictures of steam operations in Spain, too. So don't forget, that's May, 19, at 7:30p.m.

APRIL WORK PARTY DATE SET

General Superintendent Walter Hayward has announced that a work session is slated for Saturday, April 20, 1968. The work is at Walter Barber's Commercial Street yard in La Mesa. Much is to be done, so please come if you can. Work will start at 8:30 a.m. Remember we will be working on shay parts.

A SHAY ON THE SANTA FE!

At the museum's board of directors meeting on March 12, Terry Durkin reported that the Santa Fe Railway has asked the Museum for permission to operate Shay No. 3 from San Diego to National City. The date requested was Friday, June 7, in commemoration of National City's 100th Anniversary.

Private cars "Victoria" and "Cyrus K. Holliday" will make up the train. Notables, dignitaries, and officials of both cities will ride the cars.

MUSEUM SAN BERNARDINO CHAPTER

Pacific Southwest Railway Museum members and other railfans in the San Bernardino area have inquired into the feasibility of forming a museum chapter in that area.

Discussed at our March board meeting the idea sounded pretty good. The museum is open to the idea. After the group submits their proposal to the board it will be examined and discussed as to its feasibility.

WHAT IS YOUR SENIORITY DATE?

At the suggestion of Walter Hayward, a proposed guideline for setting up of seniority lists has been prepared by Dick Pennick and Terry Durkin. The following classes of seniority have been suggested: Steam Fireman, Steam Engineer, Diesel Fireman, Diesel Engineer, Electric Motorman, Gas-Electric or Gas-Mechanical Motorman, and Conductor-Brakeman.

Eligibility for seniority would begin on the date annual dues are paid, and seniority would accumulate as long as continuous membership were maintained, if the suggested rules were accepted.

The suggested rules for seniority were to be discussed at the April 9, board of directors meeting. Thus far we have not received word on what happened to the proposal.

INSTRUCTION FEES SET

At our board of directors meeting on March 12, it was suggested that the cost of operations during instruction sessions be paid by those receiving instruction.

The cost of instruction in the operation of steam locomotives has been set at \$3.00 per hour, if the locomotive is under steam.

The fees for other equipment will be set up as the need arises.

WALL CALENDER AVAILABLE

Dick Pennick sends us word that a very nice, large, color wall calender has been put out this year by THE NORTHWEST PAPER COMPANY, Cloquet, Minn. Featured is a wood-burning "Climax" Locomotive pulling a load of logs past a Royal Canadian Mountie in some Canadian forest. California office of the company is: 100 N. Erie Street, Pomona, California 91766. Better hurry, the supply is limited.

R U S T Y R U L E S by Dick Pennick

From Denver, South Park and Pacific Railroad. Timetable Number 4, November 11, 1883:

"Enginemen or firemen must look back frequently to see that all is right, and in case his train becomes detached, great care must be taken to keep the forward part out of the way of the detached part, so as to prevent collision."

a way PSRMA has been like the D & P. Pennick has helped keep on the right path and more when

R E P O R T

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

Officers are:

Eric Sanders, president
Stanton Kerr, vice president
Richard Pennick, secretary
David Willoughby, treasurer

Museum Address is:

P. O. Box 12096
San Diego, California 92112

Report is edited by Charles Kent, 2418 Edding Drive, Lemon Grove, CA 92045.

REPORT IS YOUR PUBLICATION

The PSRMA Report is for your enjoyment and information. It is intended to keep you informed as to the happenings in the museum as well as other happenings in the railroad world.

Since the publication is for you, why not contribute to its content?

Your editor has been kind of out of touch for the past eight or nine months due to a busy time working from a railroad extra board. Working six and seven days a week, and twice on some days does not leave much time for the "hobby" as it goes.

Articles dealing with the museum, rail history, and current events in the west are solicited. How about something on the down fall of the passenger trains, maybe a short history of the famous trains of the far west, such as the Chief or City of San Francisco for example?

Come on you budding literary greats, let's make something more of the old Report.

PLASTER CITY EXPORTS

The first export of gypsum through the Port of San Diego is now but history. On April 11, some 1900 tons of Plaster City gypsum was loaded aboard the British motorship Kings Reach.

The gypsum came from Plaster City in 23 hopper cars, which were handled by the S. D. & A. E. to San Diego and switched to the 10th Avenue Terminal by the Santa Fe, where the port's rotary car dump was used to unload them.

The hopper cars when emptied were returned to Plaster City, where they are expected to be reloaded with more gypsum for San Diego.

The Kings Reach also loaded six hundred bales of cotton and 4100 hides at the 10th Avenue Terminal. According to Howard Morin's Waterfront column in the Union, the ship will also stop at Cedros Island, Baja California, to load salt.

The largest item of business at the port railroad wise is the large volume of potash, which comes to town on the Santa Fe. Other cargos handled by rail are plywood, steel, and molasses. Unlike the Potash and gypsum, these are items that arrive by ship and are loaded on to rail cars at the terminal.

These cargos that leave San Diego by rail require that both the Santa Fe and SD&AE keep more empty cars in town than they normally would.

At its March 12, meeting the board of directors convened at the San Diego Trust and Savings board room, with the following board members present: Willoughby, Pennick, Durkin, Kerr, and Sanders.

Among items of business discussed by the board were:

That PSRMA had been requested by a movie studio to appraise the value of old railroad equipment owned by them. Terry Durkin, reported that the equipment had been appraised at \$177, 000.

The question of whether the museum's equipment were taxable assets, was discussed.

It was suggested that a safe-deposit box be obtained to store important museum records.

The subject of membership was discussed, and it was recommended that a form letter be set up to acknowledge all new memberships and donations.

It was suggested, too, that the president, secretary and treasurer put together a set of proposed standing rules.

Discussed the setting up of rules, methods, procedures and testing of the personnel who operate museum owned equipment.

Several of the Administrative posts were without applicants. The problems of obtaining persons to fill the positions were discussed and the assignment of post to applicants should be forthcoming soon.

Suggested that a trip to Puerto Penasco be operated this fall under contract with Wally Duthie.

Members discussed the possibilities of acquiring a 2-6-6-2T, locomotive and the submission of repair costs to the Southwest Portland Cement Company for consideration in connection of the Mojave Northern locomotive.

A general discussion of the museum acquiring a street car took place. It was approved that PSRMA offer RHS \$500. for SF Muni 171 which is now at Perris.

CODE-A-PHONE

The museum has been offered services of "Code-a-phone," automatic answering service, for a short time. The service. (Continued on Column 2, this page)

has been offered by Robert DiGeorgio to the museum. The service would include callers to hear railroad sounds and information on the museum by dialing a certain number. It was hoped that the service could be used in the very near future.

SOUTHERN PACIFIC'S LARK NOW A MEMORY

The famous Los Angeles - San Francisco "Lark" made its last run on Saturday, April 7, 1968.

Dating back to the turn of the century, The Lark was the way to go in comfort between L. A. and San Francisco. Businessmen and others could leave in the evening, dine aboard, and get a good night's sleep en-route, and presto be all ready and rarin' to go in the morning.

Like its counter part, The Owl on the valley run, The Lark was basically a through train, stopping only at Santa Barbara, San Luis Obispo, Salinas, and San Jose. The passenger facilities were superb, the elegant shining wooden cars of the early years, complete with the observation platform. Wood soon gave way to steel and the heavy standard pullmans we all remember so well. Then came the gleaming stainless steel cars of the 1940's, all resplendent in their two-tone grey livery.

Motive power over the years changed too. At first the Pacifics and Atlantic types held the hotshot schedule. Then as the trains became longer and faster the Mountain types became the speedsters on the Lark. Then came the ultimate of the steam power, the 4400's. These were the flashy, streamlined red, yellow, and black beauties that were called the "Day-light" type. It is said that they were the most photographed locomotives in the world. They in turn were set aside in the mid-fifties for the more efficient diesels.

With the diesels the trains lost a part of their glamour, but even then the long decline had already begun to overtake the American passenger trains.

The length of the trains grew until the consist often ran up to seventeen (Continued on next page)

MEMORIES OF THE LARK

Cars, even up into the "fifties". By the "fabulous sixties," the consist began to decline rapidly until it often only ran with four to six cars during the winter season.

The scrumptious dining service featured such luxurious items as baked salmon, filet of sole, peach a la conde, with english plum pudding with hard sauce as desert. As the passenger patronage declined so did the available services on board. The dining cars became slot machines by the early sixties with the advent of the "automat" cars with their "drop a coin in a slot" food.

After several applications to regulatory bodies and many refusals, the Southern Pacific was granted permission to discontinue the Lark. This ends the age old service of overnight passengers between San Francisco and Los Angeles.

Now the time has come, when one can count the remaining name trains on the SP on one hand. The two premier trains between Los Angeles and San Francisco still linger on. The Coast Daylight and San Joaquin Daylight continue to ply their way between the two California cities, but they are just . . . ghosts of their former glory, often running with just a few cars. It looks like their days, too, are numbered, but we all hope that they will continue for a long time yet.