

Report

of the Pacific Southwest Railway Museum Assn., Inc.
Lemon Grove, California

Issue 48

May, 1968

RAILROADS INTERNATIONAL - MAY 19

Pacific Electric cars in Buenos Aires, steam in Spain, and other railroad action will be on the screen May, 19. That is the day that Tom Matson has promised to show us his films.

That is the agenda for PSRMA's May meeting. The meeting will be on Sunday, May 19, at 7:30p.m. The location will be as usual in the Santa Fe Safety Room, upstairs in the San Diego station at Broadway and Kettner.

NAVY TURNS DOWN MIRAMAR LEASE

The U. S. Navy turned down the museum's proposal for an operating museum on unused trackage east of Highway 395, in the former Camp Elliott.

Even with the aid of Congressman Bob Wilson, the museum could not persuade the Navy Department to agree to a lease of the trackage, mainly because it was within the flight pattern of Miramar Naval Air Station, which they felt would create an unnecessary hazard.

The museum is also working with the Navy in regards to possible use of the now unused trackage that once ran parallel to Main Street and connected with the SD&AE. The track was built by the SD&AE many years back when they owned the property, and was used in World War II to haul the many landing craft once stored in the area.

MINERITES LOCOMOTIVE TO BE SHIPPED

It is expected that the Georgia Pacific Corp. will ship the 2-8-2T, which it has donated to the museum, in mid-May. At present the engine is in Powers, Oregon, where it was used on the Coos Bay Timber Division.

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MONTHLY WORK PARTIES PLANNED

At the suggestion of member Robert DiGorgio, the museum has plans for at least one work party each month. The first one will have come and gone by the time you read this. The first one planned was to be on the shay, with the date being Saturday, May 11.

Once a schedule has been arranged for more work sessions, we hope to be able to keep you fellow members informed of the dates and locations in future issues of REPORT.

DI GORGIO IS NAMED GEN. SUPERINTENDENT

At its April 21, meeting The board of directors named Robert DiGorgio to the position of General Superintendent. Bob replaces Walt Hayward who has been our long time super. Hayward asked that his application be withdrawn, and said that "he felt that with his schedule that he could not give all that the job deserved." Walt does, however, intend to remain very active in museum activities.

Other administrative positions filled by the board include: Director of Public Relations, Jerry Windle; Special Activities Director, Kent Anderson, Director of Records and Personnel, John Hathaway; and Director of Publications Charles Kent.

SHAY TO GO BY SANTA FE

The PSRMA has granted permission to the Santa Fe to use the Feather River shay on June 7, in connection with the National City Centennial Celebration.

Terry Durkin reported that the Santa Fe wanted to fire up the shay for the run. They have since decided to run the shay cold with a diesel doing the hon- (Next Page)

SHAY TO GO BY SANTA FE

ors, mainly because of red tape involved with ICC inspections and qualified engineers, too, we suspect.

While the museum informed the Santa Fe that they preferred that the engine be used under steam that they were welcome to use the engine for the trip either dead or alive.

Remember, that's Saturday, June 7, from San Diego to National City and return with the two local private cars in tow.

NOMINATIONS FOR '69 OFFICERS IN JULY

Let's not forget that the nominations will be open for 1969 officers at the July 21, 1968, PSRMA business meeting. We know it's early in the year, but with our business meetings only being quarterly it is necessary to enable us to hold an election at our final meeting of the year.

MEMBERS OK ADDITION TO BY-LAWS

Members present at the April meeting voted to accept the following additions to the by-laws of the Pacific Southwest Railway Museum Association, Incorporated:

Add to Article III, Section 3,

C. A probationary member shall be a person who has applied for an annual membership and who is serving the mandatory six (6) months probationary period as an associate member, during which time he holds the rights of associate membership. The Board of Directors may waive the probationary period when a contributing member applies for a regular membership, providing he has been a contributing member for a minimum of six (6) months and providing he is 18 years of age or older.

D. A participating member shall be a person who is granted the right to participate in Association-sponsored excursions, and any other right specifically identified by the Association. A participating membership is for a one-year period effective on the date of payment of the required fee.

SP REQUESTS TO DROP DAYLIGHTS

On Friday, May 3, the Southern Pacific Company disclosed that it will ask the California Public Utilities Commission for permission to discontinue the San Joaquin Daylight, trains 51 and 52, along with the connecting one car Sacramento Daylight.

The San Joaquin Daylight operates between Los Angeles and Oakland and connects with the Sacramento Daylight at Lathrop.

These are the last SP passenger trains to serve the San Joaquin Valley, stopping at such towns as Bakersfield, Fresno, and Stockton. When these trains are taken off they will end a service which began in 1876, when the SP crosses completed the first rail connection between Northern and Southern California.

SAN DIEGANS LOSE LOUNGE CARS

On May 1, the baggage cars and the lounge were discontinued on trains 75-78 on the Surf Line. The three San Diegans now sport 3 coaches each as a rule. If you go by rail don't forget to carry your own nosebag.

SD&AE GETS NEW TRAINMASTER

Effective May 1, 1968, William T. Harral was appointed trainmaster on the San Diego and Arizona Eastern with headquarters in San Diego.

Harral replaces Jerry L. Green, who retired on April 30, after 31 years with the road. He had been trainmaster since 1955.

THANK YOU FOR AN ENJOYABLE EVENING

Members of PSRMA who attended the April meeting wish to thank George Oliver, a Santa Fe engineer, for showing several fine films featuring steam locomotives.

The films, some of which were sound, featured fine shots of operations of the Magma Arizona Railroad which still operates steam power out of Superior, Arizona, the Sierra Railroad, the Feather Falls Railway, the Feather River Railway, Southwest Forest Industries, Pickering's West Side Lumber railroad.

We wish to at this time say welcome to some of our recent new members.

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H. C. Kerr
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John A. Swanson
515 63rd Street
San Diego, California 92114

NEW LAND COMMITTEE FORMED

A new committee to work on our age-old problem of obtaining property to establish our museum site was formed at our April meeting. Dick Pennick was selected as chairman of the committee.

Other members of the land committee include; Bob DiGorgio, Stan Kerr, Eric Sanders, Jerry Windle, Terry Durkin, and Dan McLean.

The group of members who have high hopes of locating land this year already have met to form a plan of attack. Let us wish them the best of luck.

MEMBERS WELCOME AT BOARD MEETINGS

Just a reminder, to let you know that all members of the museum are welcome to attend Board of Directors meetings. The meetings are scheduled to take place in the San Diego Trust and Savings Bank's Director's Room, which is located in the Downtown San Diego Branch building.

Meetings are on the second Tuesday of each month at 8:00 p.m. Please do visit the meetings where you might even be able to contribute some of your good ideas.

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

Officers are:

Terry E. Durkin, chairman
Eric Sanders, president
S. W. Kerr, vice president
Dick Pennick, secretary
David Willoughby, treasurer

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

Communications to the museum should be directed to: The Pacific Southwest Railway Museum Association, P. O. Box 12096, San Diego, California 92112.

B O A R D B R I E F S

APPROVED: Drafting of addition to by-laws - see page 2 of this issue.

ADMINISTRATIVE

POSITIONS: No applications were received for Director of Finance or Director of Purchases and Stores. Appointments made for some others-See page 1.

PARAMOUNT: Equipment owned by movies appraised by PSRMA at \$223,000.

SAFE DEPOSIT

BOX: Pennick reported that Thomas Sefton had donated space in SDT&S's main bank for safe keeping of important museum records.

SENIORITY: Discussed the proposed seniority system for museum operations and suggested several changes be made.

NATIONAL CITY AND OTAY REMAINS

Although many portions of the National City & Otay Railway were destroyed in the flood of 1916, and the rest taken over by the San Diego & Arizona in 1917, many traces of the old system still remain to be seen today. These reminders of the once busy steam and electric line are still visible in San Diego, National City and Chula Vista. All one needs is
(Continued on next page.)

R-48-4 NATIONAL CITY AND OTAY

a little time for a drive.

In San Diego, the trackage of the San Diego & Arizona Eastern on the north side of "L" Street between 6th and 14th streets once was a part of the NC&O main line.

More trackage in National City once part of the NC&O is on Cleveland Avenue, with the spur serving Ace Metal being a part of the main line to Otay. At one time the area just to the south of Ace Metal was the Roundhouse and shops of the National City & Otay.

Many traces of roadbed abandoned after the 1916 flood still remain in various places. Traces of the old line out of Sweetwater Valley into Chula Vista are plainly evident between the present day Second and Third Avenue on the south slopes of the valley. Below in the valley, once lay Sweetwater Junction and a siding with stub switches.

The old main line to the south ran down Third Avenue in Chula Vista to Otay and the Border. The SD&AE used part of this trackage between "F" Street and "K" Street until 1960. Street cars of the San Diego Electric also ran there until 1924. Now, in 1968 all traces are gone from Third Avenue.

In Spring Canyon, near Sweetwater Dam, bridge abutments and the cuts through the granite still mark the way that steam engines once pulled their trains to La Presa, now a part of Spring Valley. The old abutments and cuts now carry a large water line, still being in use of the public.

One other short trace of track remains in the form of the San Diego and Arizona Eastern Standard Oil spur at Palm City. This is part of the line that ran to the border monument. Just look, because parts of the line are still there.

LATE NEWS.

1. Sixty interested citizens have donated to locomotive acquisition project. As contributing members they are invited to attend PSRMA's meetings. Perhaps some of them will attend the Sunday, May 19 meeting. Will regular members make a special effort to be present. See Tom Matson's fine films and possibly meet some new members.
2. Last departures of Santa Fe's one-time "number one" train, "The Chief," were scheduled for Monday, May 13, from the respective Chicago and Los Angeles terminals. "The Chief" first ran in 1926. In 1929, "The Chief," Trains 19 and 20, was billed: "The CHIEF is chief. Chief because it is finest - Chief because it is fastest. Extra fine - extra fast - extra fare. Saves a business day." Valet, maid, barber service and bath, ladies' lounge, shower bath, maid-manicure service. It was an all-Pullman train!