

Report

of the Pacific Southwest Railway Museum Assn, Inc.

Issue 51

Lemon Grove, California

August, 1968

GEORGIA PACIFIC NUMBER 11 ARRIVES

Georgia Pacific's Coos Bay Timber Division Number 11 arrived in San Diego on Saturday, August 3. The locomotive, a 2-8-2 tank engine, was shipped from Powers, Oregon on July 17. The locomotive had quite a trip coming down. It began the journey on its own wheels and arrived on a depressed flat car.

NOMINATIONS AND ELECTION OF OFFICERS

As provided for in our by-laws nominations for officers for the year 1969 were accepted at our July business meeting. Due to the small number present and small number of persons nominated the members on hand agreed that nominations should remain open to allow nominations to be accepted by mail.

Nominations will be accepted by mail until September 15, 1968, and may be mailed to Report Editor, PSRMA, 2418 Edding Dr. Lemon Grove, California 92045.

For those who will be unable to attend our general meeting on October 20, 1968, for the purpose of voting may obtain an absentee ballot by mailing a request to the above address. All mail ballots must be returned to the above address prior to the October 20, 1968, meeting.

The following nominations were accepted for 1969 officers:

For president: Richard Pennick

For vice President: Jerry Windle

For secretary: John Hathaway
Thomas W. Matson

For treasurer: David C. Hobson

For director: George Geyer
H. C. Kerr
Terry Durkin
Robert DiGiorgio

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The 2-8-2 was originally routed via SP and SD&AF to San Diego. All this was changed after the locomotive was involved in a derailment 3 miles west (south) of Eugene, Oregon on July 20. At this point the SP felt that it would not be practicable to continue moving the engine on its own wheels because of suspected damage to driver journals.

After the derailment the routing of the locomotive was changed to Espee and Santa Fe to San Diego.

The 2-8-2 was unloaded on August 8, and now is near the shay on Entlow Spur.

NUMBER 11 NEARLY READY TO FIRE UP by Robert DiGiorgio

PSRMA's newest acquisition, ex-Coos Bay Lumber Co. number 11, has come substantially closer to that day we're all looking forward to, its first operation with PSRMA.

The 2-8-2T arrived Saturday, August 3, and remained on a depressed center flat car for a week while Southern Pacific decided whether or not they would have it hauled to their shop for repair of a driver journal damaged in a derailment outside Eugene, Oregon. But the Espee's inspector decided that the scored journal was not serious enough to cause any trouble, and the road declined to repair it.

On Thursday, August 8, the locomotive was lifted off the flatcar by three 50-ton cranes belonging to Owl Crane Co. The lift-off was done at the Tenth Ave. Marine Terminal, as there are no overhead wires there to foul in the cranes. The
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As set forth in our by-laws only regular members are permitted to vote in our elections. The following list of persons contains the names of those who are qualified to vote under these provisions. If you are not listed and believe that your name should appear here please contact an officer of the museum, or drop a card to your Report Editor, who is also a member of this years election committee along with Eric Sanders and Terry Durkin.

LIST OF REGULAR MEMBERS

Adams, Lee B.
 Barber, Walter H. Jr.
 Barich, Jack
 Benbow, Charles L.
 Botten, Peter
 Boyd, George
 Captain, Robert G.
 Compton, Jon
 Couch, Dwight
 DiGiorgio, Robert
 Durkin, Terry E.
 Hathaway, John
 Hayward, Walter L.
 Kent, Charles L.
 Kerr, H. Chalmers
 Kerr, Stanton W.
 Matson, Thomas
 Mehrlust, Edward
 Pennick, Richard
 Proctor, Andrew
 Robinson, Dennis G.
 Rotsart, John
 Sanders, Eric
 Swanson, John
 Willoughby, David F.
 Wootton, William

GEYER, GEORGE
 HOLCOMB, CHAS.

MCLEAN, DANL.

Please do notify us if you did take out a 1968 (\$10) membership and are not listed above. Write or call Charles Kent, 2418 Edding Drive, Lemon Grove, CA 92045, 460-4720, and he will notify John Hathaway, PSRMA's Director of Records and Personnel.

If you have not rejoined or signed up for the current year as a regular member you may still do so. Fee is \$10.

All current and former members will receive 1969 renewal notices on about October 1.

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unloading was accomplished in four hours with only one problem; the cab floor was buckled by a poorly positioned lifting cable. Owl has promised to repair the damage.

After setting the engine on its own wheels, it was moved to the PSRMA spur at Crosby and Harbor just in time for the monthly work party. In one of the most successful work parties we've had in many months, we reinstalled the rods and links, as well as several lesser items which had been removed for shipping.

Those who pitched in were Dick Pennick. Charles Benbow, Wally Barber, Dave Hobson, Chop Kerr, Dan McLean, Thomas Matson and Bob DiGiorgio. John Hathaway and Terry Durkin also put in several hard hours on Thursday, helping with the unloading and getting the driver journals ready for service.

If as many willing workers keep showing up for work parties, one more on the 11 and one on the shay should be all that is needed before we can fire up both locomotives simultaneously. Work parties are scheduled for the second Saturday of each month, at 10:00 a.m. The next two will be on September 14 and October 12, at the locomotives. Keep these dates open—we need your help.

R E P O R T

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

Officers are:

Eric Sanders, president
 Stanton Kerr, vice president
 Richard Pennick, secretary
 David Willoughby, treasurer
 Terry Durkin, chairman of board

Museum address is: P. O. Box 12096, San Diego, California 92112.

Report is edited by Charles Kent. Report mailing address is 2418 Edding Drive, Lemon Grove, California 92045.

MAGMA ARIZONA GOING DIESEL

George Geyer reports that the Magma Arizona RR is to be dieselized during the week of Aug. 12, with an EMD SW-800.

We have approximately 80 contributing members (\$3.00 per year) for 1968. You can still become a contributing member, if you wish, for 1968.

2-8-2T PARTS UNLOADED

Many thanks to C. L. Benbow, Terry Durkin, Walter Barber, Jr., Eric Sanders and Bob DiGiorgio for their efforts in the heavy job of unloading the spare parts shipped to us by Georgia Pacific.

Included in the parts are several dozen driver tires, flues, flue sheets, a generator, and other miscellany.

BOARD DOINGS

The treasurer reported that our recent donation campaign netted \$241..... Discussed the coming excursion to Puerto Penasco. Date will be Nov 9..... Pennick reported that the land committee was busy preparing a public presentation of the museum's goals and needs for the Board of Supervisors (County), City Council, ect..... Discussed operation at OET in near future, No. 10 is scheduled for hydrostatic test in July.

CZ AND CITY OF S. F. TO CONTINUE

The latest decisions of the I. C. C. has ordered that the Western Pacific and Southern Pacific must continue to operate the California Zephyr and City of San Francisco for at least one more year.

In other actions the S. P. has requested to discontinue the following passenger trains: The Sunset (which we hear has been denied), The Cascade, and the San Joaquin Daylight with its connecting Sacramento Daylight.

Your editor recently observed the San Joaquin Daylight with the following equipment in the consist: A single unit SDP-45 locomotive, baggage car, 2 Articulated coaches, an automat diner, dome and round end observation. The same train on the day preceding had one more coach, but no dome in the consist. The California PUC recently issued a statement to the effect that it was not in favor of dropping the Daylights in the Valley.

Our general superintendent, Robert DiGiorgio, will conduct a third class in air brakes at our September meeting. The Class will be held in the safety room, upstairs in the Santa Fe station on September 15. The class will begin at 7:30 p.m.

Bob has studied up on his subject and knows it well. With his very fine training aids the complex subject is fairly easy to understand.

NARROW GAUGE NATIONAL MONUMENT PROPOSED

A movement is under way in New Mexico to make the remaining miles of the Denver and Rio Grande narrow gauge into a National Monument. The proposed monument would include the trackage from Alamosa, Colorado to Silverton, Colorado.

The coal-burning steam operations of the narrow gauge is the last of its type in the U. S. today. The line also boasts the highest railroad pass in the country, 10,000 feet at Cumbres.

Petitions are available. They may be obtained by writing: Warner Johnson, Secretary, Citizen's Committee For Preservation Of The Denver and Rio Grande Narrow Gauge Railway, Chama, New Mexico 87520.

Signed copies of the petitions may be returned to David F. Cargo, Governor, State of New Mexico, Santa Fe, New Mexico 87501.

In the San Diego area petitions are available for signatures at: The Whistle Stop, 3819 Sixth Avenue, San Diego.

GEEPS-BUT NOT QUITE

The Santa Fe recently received some new EMD locomotives. They are called F-45's and are in the 1900 class. The new engines look like the old streamlined "covered wagons" of the late 1940's but have end platforms for switching and are better arranged for visibility.

SANTA FE GRAND CANYON NOW A MEMORY

The last Santa Fe train to the Grand Canyon ran on July 30. Service from Williams Jet. to the Grand Canyon is now provided by bus. (The Calif. Southern Exp)

WORK PARTIES SECOND SATURDAY EACH MONTH*

R-51-4 STREET CARS RUNNING AGAIN

By articles in the Texas Transportation Museum's "Short Circuit Bulletin" we see that former San Diego Electric PCC cars are once again running in El Paso - Ciudad Juarez service. The cars were out of service for quite some time due to the changes brought about when the international boundary was changed.

Traction motors on several of the cars were damaged in the recent rain and flooding in the El Paso area. It seems that the cars were operated in water that was a little too deep.

SP LEASES D&RGW DIESELS

The SP recently leased five D&RGW F-7B locomotives to supplement its power in the Roseville area. The leased units are numbers 5702, 5713, 5723, 5743 and 5752. The units are being used in Rio Grande livery and with existing numbers.

The SP also recently received some 30 units from General Electric. They are U-30-C units numbered 7900-7929. They are Class GF630-1. The units appear to be used mostly in the Bakersfield-Los Angeles pool.

(from Pacific News #81)