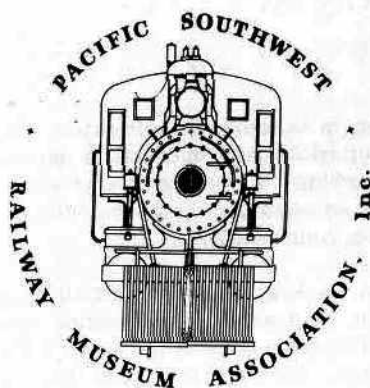




REPORT

ISSUE 57

SAN DIEGO, CALIFORNIA

JUNE, 1969

Chick Kent

1939
1969

By Eric Sanders



Charles Kent, Editor of REPORT, passed away on May 2, 1969 from a cerebral hemorrhage. There had been no advance warning of the attack. He had just before received a good report from his doctor after a physical exam.

He is survived by his widow, Grace; a son, Charles A. Kent; two daughters, Laurie Ann and Evelyn Marie; a sister, Mrs. Violet Penix and his mother, Mrs. Essye Marie Kent.

The funeral services were held May 6th at Greenwood. A fitting tribute was paid to Chick at the close of the services when the S. D. & A. E.'s El Cajon Roustabout passed through the cemetery, blowing a long, mournful whistle, just as Chick's casket was being carried out of the chapel. It seemed more than a coincidence, but it wasn't.

Chick was a railroader to the fullest extent. He was a switchman for the San Diego and Arizona Eastern Railway, having been hired by the railroad the day after he graduated from San Diego High School in 1957. He was President of the United Transportation Union, local lodge 1001, of the Brotherhood of Railroad Trainmen. He was a model railroader as well, active in the La Mesa Railroad Association. Chick was a railroad historian, and left an uncompleted history of the S. D. & A. E. which he was seeking a publisher for. Last but not least, he was a railfan, and in spite of all his work and family responsibilities he found time to edit REPORT since January, 1966, to help with work parties, attend meetings, and be as helpful as he could.

P. S. R. M. A. has lost a very active and very wonderful member. (Ed. note: it took a committee of six to replace him as Editor of REPORT.) We extend our deepest sympathy to Mrs. Kent and to the family. We shall miss him, too.

LAND AT LAST!

It appears that P. S. R. M. A.'s long search for a museum site may be over at last. On June 23rd, aboard the Cyrus K. Holliday, the PSRMA Board of Directors met with William C. Maher of the H. G. Fenton Material Company, Inc., and agreement was reached on the use of Fenton land in the Otay Valley by the Museum. The deal must still be finalized on paper, but the verbal agreement was so satisfactory that it seems very unlikely that there will be any serious problems.

The preliminary discussions with Fenton and the S. D. & A. E. have been reported elsewhere in this issue, so won't be repeated here. Although a lease involving at least a token rental is expected, Fenton's main interest at this time is to get some good public relations out of otherwise unused land. No further development of the land is foreseen in the next ten or fifteen years, so we can depend on the use of the land that long, at least. Even then, a major flood control channel through the valley will severely hamper ordinary industrial development of the area, so if we have a successful museum operation going by that time we can be reasonably certain of a permanent home there.

Immediately, we have a roadbed of nearly a quarter of a mile in length, with adequate land alongside for spurs, display areas and shops. With successful development of this area, it should be possible to extend the main line past the present cement plant and up the valley. Fenton's land extends about three and a half miles up the valley. The main obstacles to extending our track are crossings of National Ave. about half a mile away, and Beyer Way, about half a mile beyond that. But it will take us quite a while to come to these bridges, and by then we should be able to cross them. Fenton also owns land between the S. D. & A. E. and Interstate 5, but it would not be possible to run trains under the existing trestle, due to clearance problems. (R. R. D.)

PSRMA ACQUIRES UNION PACIFIC COACH

By Eric Sanders

P. S. R. M. A. has purchased Union Pacific Coach #576, for \$1250. plus tax. Present plans are to use it as a private car and for excursions on the regular railroads. Eventually it will be used in the Museum.

The car is a modernized heavyweight, in very good condition except for slight fading of the upholstery and exterior paint. It is air conditioned, equipped with roller bearings, and in interchange condition, so it should be acceptable to most railroads. It has vestibules at both ends, equipped with Dutch doors, which will be appreciated by railfans who like to feel the breeze. It has 44 double seats, for a seating capacity of 88. The rest rooms are large, and there is a baggage locker.

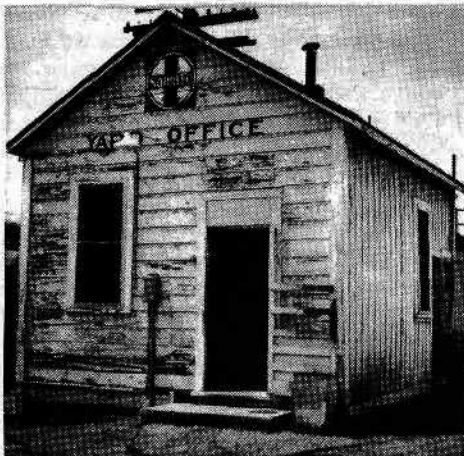
The car was built as U. P. #1266 by Pullman in 1931. Pullman air conditioning was installed in 1935. It was remodeled by U. P. 's Omaha shop in 1948, at which time the present Safety Car Heating & Lighting Model R7 air conditioning was installed. This is a steam ejector system, so we'll only have air conditioning when the car is used in a regular passenger train, or if we equip the Museum's locomotives with passenger steam line equipment. At other times, the car could be ventilated through the end doors, windows are removeable (by removing a lot of screws,) or some windows could be modified to permit opening them. Length of the car is 82' 11-1/2" uncoupled; height 14' 0"; width over handholds 10' 3".

The coach is now in U. P. 's East Los Angeles yard. We will take possession of it on July 12, with an excursion to pick it up and ride it back on the San diegan.

The purchase has been financed to date by \$300 in donations and \$900 in loans. Additional donations are needed to pay off the loans. The excursion will pay for nothing except the cost of bringing the coach down here. Please send donations to "576 Fund", PSRMA, P. O. Box 12096, San Diego Ca92112.

YARD OFFICE BOUGHT

The Santa Fe (ex-California Southern) yard office will be moved in the near future. It was purchased for \$5.00 by P. S. R. M. A. The move, which is being coordinated by Dick Pennick, will take place as soon as the mover can catch up on work which was delayed by the heavy winter rains. Present plans are to move it to Bob DiGiorgio's place in Santee, however, recent successful negotiations with the S. D. & A. E. may make the Fenton property in Chula Vista a more suitable place. (T. M.)



By Dick Pennick

A land committee has been in existence for some time, and most of the recent land negotiations have been taken care of by committee members working in small groups of two or three. This has been quite successful, as there are presently two very good proposals under consideration.

The first involves a museum track at the Southern California Exposition grounds, Del Mar. An exploratory meeting with Exposition officials is planned for some time in the next couple of months. The fairgrounds, incidentally, may be the recipient of the retired Encinitas depot.

The second proposal involves land owned by the Fenton Materials Company in the Otay Valley. Fenton contacted us after seeing a certain page full of photos in the March 6th issue of the Evening Tribune (thanks to member Jerry Windle). In fact, Fenton was sufficiently impressed with what we have to offer that they proceeded to grade us about 500 feet of road bed off the end of the S. D. & A. E. 's Goodrich spur south of Chula Vista. If negotiations with the S. D. & A. E. -S. P. are successful, we plan to lay some track on the roadbed and store some of our equipment there, on a temporary basis initially. Some operation may be possible as well. Fenton has shown interest in a permanent installation there, so future possibilities seem good. Fenton owns considerable undeveloped land in the Otay Valley. I strongly encourage all members to take a trip down to the Fenton plant on Hollister Street, just south of Main. Drive under the S. D. & A. E. trestle and look left.

Editor's note: On June 12, a meeting was held between the S. D. & A. E. and P. S. R. M. A. at the railroad's freight office. The San Diego & Arizona Eastern was represented by W. B. Barker, Superintendent, and K. D. Frye, Traffic Manager. Sanders, Pennick and DiGiorgio represented P. S. R. M. A. The S. D. & A. E. officials were completely cooperative on the two main questions that we considered essential to operation at the Otay site. A permanent connection with the S. D. & A. E. 's spur would be allowed, provided only that one rail is removed and a bumper installed across the end of the spur. This can be easily restored when we need to move equipment in or out. We would have complete freedom to operate on our side of the break, including over railroad-owned, Fenton-leased land. The railroad will also handle our equipment on its own wheels if it's in interchange condition, and the local officials will help us get reduced rates when appropriate. Those of us who attended felt the arrangements were completely satisfactory. (R. R. D.)

RARE STEAMER NEXT?

An 1873 Mason "Bogie" may be our next steam acquisition, according to Dick Pennick. We're one of four organizations, including the Smithsonian, who are negotiating for it, and Dick feels we have a very good chance of getting the rare locomotive.

The "Bogie" is an 0-6-4 coalburner, with the locomotive and tender on a common, rigid frame. Although it is not believed to be in running condition, it is thought to be repairable. Even if it couldn't be fixed up, it is in good looking condition, and as the only Mason "Bogie" left in existence, would be well worth having even if just for static display.

Preparing our 2-8-2T for the needed firebox repairs required removal of the firebrick. The more firebrick we removed, the worse it looked. Numerous welds indicated that the firebox had developed frequent leaks, and was constantly being repaired. Not all the repairs were strictly up to code. The last straw was heavy rusting at the bottom of the firebox, where moisture had apparently accumulated during outside storage, unused, during several Oregon winters. Although it could still be patched up, minimum repairs would probably cost a couple of thousand dollars and still leave us with a troublesome, leaky teakettle, so all repairs were suspended until some time in the future when we can do it right. An estimate of \$10,000 was given for a new firebox, which is what's needed. In addition, there is a large amount of wear evident in the mechanical parts, a few weak flues, and a cracked cylinder head, so a major teardown and examination will be necessary to make sure the mechanical parts can be properly restored before making such a large investment in the boiler. In the meantime, the loco will be cleaned up and restored to good appearance for static display, and lubed well to prevent further deterioration. (R. R. D.)

TRACTION COMMITTEE

By Tom Matson, Chairman, Traction Committee

A TRACTION COMMITTEE MEETING is planned for Friday, July 11, 7:30 P.M. at Tom Matson's home. Topics of discussion will be the coming work parties on the S. D. E. Ry. line truck and Car 508, acquisition plans and a progress report on obtaining a streetcar(s) for the Museum, and ways and means of stimulating traction interest in P. S. R. M. A. Entertainment will follow the meeting with various people showing their favorite slides and movies of traction. All interested persons are invited to attend. Tom's house is located at 4282 Taos Drive, San Diego (Clairemont). Taos Drive is parallel to Moraga St. and is located between Balboa and Clairemont Mesa Drive. Phone Tom at 273-8951 for further information.

There will be a CAR 508 WORK PARTY on the ex-S. D. E. Ry. PCC car on Saturday, July 19. That will start at 9:30 A.M. at the Orange Empire Trolley Museum in Perris. The main job will be repainting the car to the original S. D. E. Ry. colors. (Car 508 is owned by O. E. T. M., but in the absence of a trolley in P. S. R. M. A.'s roster, we're helping with labor to get 508 back in shape. After all, she is San Diego traction, and working on her keeps us in practice for when we get a trolley of our own.)



S. D. E. Ry. CAR 508 as it appeared in 1960 at O.E.T.M. The paint has deteriorated considerably since then. Shown boarding the car is John Matson, cousin of Photographer Tom.

PSRMA FUTURE PLANS

By Tom Matson

Eric Sanders and Kent Anderson are planning a CAR 576 DELIVERY EXCURSION when we finally take possession of the ex-Union Pacific coach. We hope to ride the regular San Diegan up to Los Angeles, then ride back aboard our new car attached to the afternoon train. Tentative date is July 12th. A separate announcement will be enclosed with this REPORT or will be along soon after. Watch for it!

Eric is working on a repeat of last year's highly successful PUERTO PENASCO EXCURSION, probably in October.

Kent has hopes for an excursion on Union Pacific from EAST LOS ANGELES TO CALICO, with a bus connection from San Diego. Look for this one in April of 1970.

The third GENERAL MEETING of the year will be held in the Safety Room on the second floor of the Santa Fe Depot in San Diego. On the agenda in the final nominations for the 1970 PSRMA officers. Nominations may be made at the meeting, or by mail, but nominations by mail must be received in time to be read at this meeting. This is an important opportunity for every PSRMA member to participate in the running of this organization. There will also be reports on the Museum's activities over the past three months, and future plans. Finally, Tom Matson will show some of his slides and movies of European trams and railways. Tom spent over seven months in Europe during 1966 and 1967 (Join the Navy and see the world) and took as many pictures as he could of the railways, trams and tourist points of interest.

REPORT

Published monthly by and for the members of P. S. R. M. A.

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ADDRESS CHANGES AND MUSEUM CORRESPONDENCE:

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Post Office Box 12096 San Diego, California 92112

Contributions of articles and photos on railroad or transit related topics are very much desired from REPORT readers. All contributions should be sent to the Editor. Preferred form is typewritten, double spaced, with one inch margins on 8-1/2 x 11 paper. Photos should be black and white negatives if possible, however prints and slides are acceptable. Extreme care will be given to the safe return of photos if requested, but we cannot assume any responsibility beyond that.

Deadlines are the First of the month of publication for late news items and announcements, the Fifteenth of the previous month for other material.

PSRMA

FUN & GAMES WITH THE SHAY

The Pacific Southwest Railway Museum Association, Inc., is a Calif. non-profit educational corporation with State and Federal income tax exemption. All donations of funds and materials are tax exempt, and greatly appreciated. The Museum owns four steam locomotives. Located in San Diego at Crosby St. at Harbor Dr. are ex-Feather River Ry. #3, a 1923 3-truck Shay, and ex-Coos Bay Lumber Co. #11, a 1929 Alco Minarets-type 2-8-2T. Located in Perris, Calif. at the Orange Empire Trolley Museum are ex-E. J. Lavino & Co. #10, a 1923 Alco 0-6-0T, and ex-Mojave Northern #3, a 1923 Davenport 0-6-0T. The Shay and the #10 are in operating condition, the 0-6-0T #3 and the #11 are not, but are repairable. Other equipment includes a 1932 Fairmount 12 passenger railbus, a 1926 White trolley line maintenance truck, both in process of restoration, and ex-Union Pacific passenger coach #576, a modernized heavyweight in operating condition. The railbus, line truck and various smaller equipment is stored on the property of various members.

THE P. S. R. M. A. BOARD OF DIRECTORS

Richard E. Pennick	President
Eric Sanders	Chairman of the Board
Jerry Windle	Vice President
Thomas W. Matson	Secretary
David Hobson	Treasurer
Robert R. DiGiorgio	Walter M. Barber, Jr.
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DEPARTMENT MANAGERS & COMMITTEE CHAIRMEN

General Manager	Jerry Windle, 282-6770
Operations and Maintenance	Bob DiGiorgio, 448-6161
Public Relations	Jerry Windle, 282-6770
Records and Personnel	John Hathaway, 298-6205
Special Events	Kent Anderson, 463-1651
Land Committee	Dick Pennick, 463-2276
Traction Committee	Tom Matson, 273-8951
Ways and Means Committee	Jerry Windle, 282-6770

JULY CALENDAR

- 1- BOARD OF DIRECTORS MEETING, 8:00 P.M., San Diego Trust & Savings Bldg., San Diego. All are welcome.
- 5- SHAY STEAMUP for members & friends. 11 until dark.
- 6- SHAY STEAMUP for members & friends. 11 until dark.
- 6- LOCOS OPEN TO THE PUBLIC. Dale Guidry is Host.
- 8- REPORT COMMITTEE MEETING. Matson's at 7:30 P. M.
- 11- TRACTION COMMITTEE MEETING, 7:30 P. M. at Tom Matson's, 4282 Taos Dr., Clairemont. All are welcome.
- 12- CAR 576 DELIVERY EXCURSION. See brochure for details or phone Eric Sanders, 469-1288.
- 13- LOCOS OPEN TO THE PUBLIC. Jerry Windle is Host.
- 19- TRACTION WORK PARTY on S. D. E. Ry. Car 508, 9:30 A. M. at O. E. T. M. Phone George Geyer, 234-0555
- 20- LOCOS OPEN TO THE PUBLIC. Donald Rice is Host.
- 27- LOCOS OPEN TO THE PUBLIC. Ted Grove is Host.

Did you miss the last issue of REPORT? It was Issue 56, for both April and May. Mrs. Kent reported that due to Chick's untimely death, some members or organizations might have been missed. If you didn't get yours, write to Editor Tom Matson at his home. Only 45 copies are left.

Plans were to have a big 3-day public steamup of the Shay over the Fourth of July weekend, and so it's been busy, busy getting the Shay tuned up to run and the #11 cleaned up for display. Unfortunately, though, negotiations with the Santa Fe to use their parking lot didn't go through soon enough, and so the public steamup was cancelled. Hopefully, we'll get things ironed out for a Labor Day public operation. In the meantime, we're settling for a members-only operation on the 5th and 6th.

Work parties were held on June 7, 14 and 22, and were well attended. Work accomplished included replacing the broken staybolt in the Shay's boiler, cleaning out its oil and water tanks, repairing the leaky turret valves, adding some more locks and tamperproofing, and a lot of beautiful cleanup and painting on both lokies.

The hard workers included Bill Adam, Jack Barich, Charles Benbow, Bob DiGiorgio, Terry Durkin, Dale Guidry, John Hathaway, Dave Hobson, Chalmers Kerr, Karen Lindquist, Dave Parkinson, Dick Pennick, Eric Sanders and Jerry Windle. We hope we didn't overlook any, but there were so many it was hard to keep track of all. Thanks to every one. (R. R. D.)

SAN YSIDRO DEPOT TO GO

The San Diego & Arizona Eastern's freight depot at San Ysidro will soon be demolished, according to Traffic Manager K. D. Frye. The railroad's office there has already been moved into a metal warehouse. When asked about the possibility of acquiring the depot for the Museum, Mr. Frye indicated that it was in too poor a condition to be moved, "that only the termites are holding the walls together." (RRD)

ELECTION SCHEDULE 1970

By Pennick and Matson, from the Bylaws.

This announcement is the official request for nominations for the 1970 Executive Officers of the Pacific Southwest Railway Museum Association, Inc. The following positions are open for nominations:

- President
- Vice President
- Secretary
- Treasurer
- One Member at Large (to replace Barber)

All nominations must be received by July 20, 1969. They may be mailed in to be received before that date, or may be made in person at the July 20th General Meeting. Nominations will be closed at that meeting. Nominations by mail should be sent to the Secretary, Thomas W. Matson, 4282 Taos Drive, San Diego, Calif. 92117.

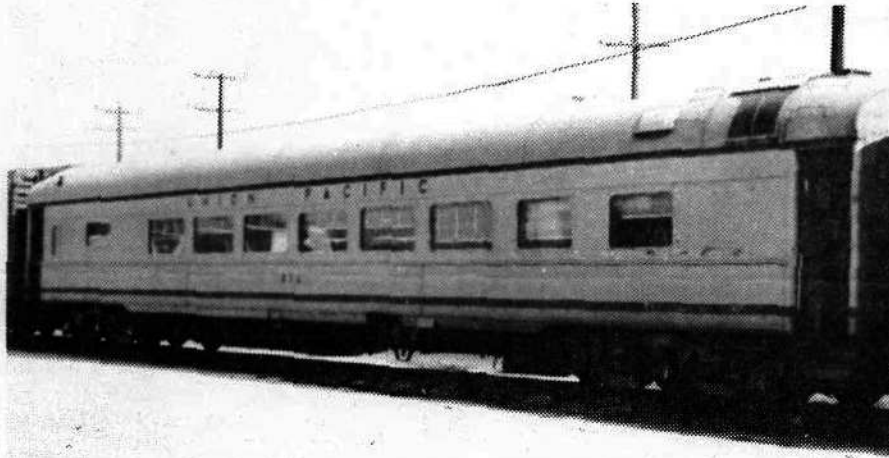
On August 1st a special issue of REPORT will list the nominees for each office, and a request for absentee ballots made for all those who will not be able to attend the Oct. 19 meeting. All absentee ballots must be received by August 31.

At the October 19th General Meeting, the absentee ballots and those of the members present will be counted by a special 3-man election committee. This committee will also be elected at the same meeting.

An Historic Event!

A
PSRMA
ACTIVITY

RIDE CAR 576 ON DAY OF DELIVERY
ROUND TRIP EXCURSION - LOS ANGELES AND RETURN
SATURDAY, JULY 12, 1969



Union Pacific Railroad Coach No. 576, a modernized heavyweight car, has been purchased by the Pacific Southwest Railway Museum Association, Inc. for immediate use as an excursion car and for eventual use on the Museum's own railroad. Car 576 will be delivered to the Association on Saturday, July 12, at the Los Angeles Union Passenger Depot. To commemorate the event, PSRMA plans an acceptance ceremony and a round trip excursion, with the return trip on Car 576. Members and friends are invited. Here's the schedule:

Leave San Diego at 7 a.m., Saturday, July 12, on a reserved car on Train No. 73.
Arrival in Los Angeles at 9:55 a.m. will be followed by the acceptance ceremony.

We'll leave Los Angeles at 11 a.m. on Train 76 and we'll ride in our own private car - Coach 576. Return to San Diego will be at 1:55 p.m.

Tickets must be purchased through PSRMA. We expect to sell all of the car's 44 seats. A limited mailing will also be made to non-members. Round trip fare is \$10. Do order your tickets now! First come first served. A box lunch consisting of two sandwiches, a piece of pie and a carton of milk may be ordered for \$1.45

PSRMA is coming alive! We have the equipment and we may be signing a contract shortly for a quarter of a mile right-of-way. Step by step, the Museum is taking shape. You can help. Join us on this excursion. Send in or bring a contribution and have your name included on the 576 sponsor list which will be posted permanently in the car. Will you help? "Own" a share of Car 576!

STOP THE PRESS

1. A members and friends only steam operation is planned for Saturday and Sunday, July 5-6. The Shay will be steamed up. Unless something new develops this will not be a public operation. Look for the latest word in report or call an officer.
2. "Report" will be mailed to all members later this week. Members will also be receiving shortly a roster of membership.
3. Next general meeting is Sunday, July 20, 7:30 p.m., at the Santa Fe station.
4. All mail concerning the 576 excursion should be sent to 7861 Normal Ave., La Mesa CA 92041
5. Jack Stodelle's Union Pacific Club Car 1531 came to town as scheduled June 28 on Train 78; his Santa Fe club-baggage is also in town. Former is in top condition; latter is stripped and needs inside restoration.