



REPORT

ISSUE 59

SAN DIEGO, CALIFORNIA

AUGUST, 1969

NOMINATIONS STILL OPEN -

GENERAL MEETING SUNDAY

Due to the conflict with the Apollo 11 landing and the Walk on the Moon, the third Quarterly General Meeting was postponed at the last minute until August 17. That means that nominations for the 1970 officers are still open.

Positions open for nomination, and nominations received by mail up until August 2, are as follows:

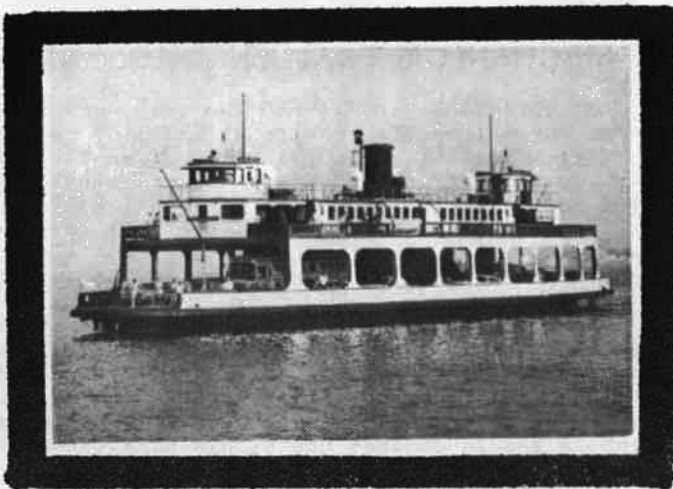
PRESIDENT none
VICE-PRESIDENT Terry Durkin, Dave Parkinson
SECRETARY Karen Lindquist, Tom Matson
TREASURER Dave Hobson
BOARD MEMBER . . Wally Barber, H. C. Kerr, Tom Matson

Nominations will close during the August 17th meeting. You still have a chance to make nominations by coming to the meeting. Any regular member in good standing is eligible for nomination. All present officers are eligible for renomination.

In addition to the nominations, the meeting will feature reports on the various Museum activities since the last General Meeting. It's been a very busy four months, so there will be plenty of interesting reports: the Fenton and Del Mar land negotiations, the Coach 576 purchase and excursion, the Shay steamup, future Lavino #10 operations, and more.

Finally, Tom Matson will bring an interesting program of slides and films of the many Trains and Trams he saw while travelling around Europe with the Navy.

The meeting will start at 7:30 P. M. this Sunday, Aug. 17th, in the Safety Room on the second floor of the Santa Fe Depot in San Diego. Starting at 7:00, our newest piece of equipment, Union Pacific Coach 576, will be open. It's on the coach track at the Depot.



U. P. COACH 576 ARRIVES HERE IN FINE CONDITION

By Bob DiGiorgio

Union Pacific is known for keeping its varnish in good condition, and 576 is an excellent example. U. P. had agreed to deliver it in interchange condition, freshly serviced, and that promise was kept. The big six-wheel trucks were freshly silvered, the only dirty parts being quite a few brand-new brake shoes that had been applied after the paint job.

The U. P. yellow exterior is in good condition, except for a few places where the paint is peeling. The interior is also in good shape, the upholstery very good. Painted areas inside are fair.

During the trip down, we tested as many of the car's systems as we could. The air conditioning seemed o. k., although it was a little hard to tell, since every time we stopped, so did the electricity. The car has no batteries, and the train line fuse in the adjoining Santa Fe car blew during the first stop, apparently because the 576 drew a little more power than the lightweight's electrical system was designed to handle. But the generator put out plenty of power while we were rolling, and the car stayed reasonably cool. The plumbing and water heaters worked fine, and U. P. had considerably filled the towel, cup and soap dispensers. Water pressure (which depends on air pressure from the brake system) held up for about two days without use, which indicates a tight system without serious leaks.

The coach is a day-night type, with a lighting system designed for night sleeping. This includes blue lights in the corridors, aisle lights under the seats, and individually switched reading lights under the baggage rack. All the lighting systems seemed to be working, with very few bulbs out.

The coach is equipped with a special trainline for communications and entertainment, suggesting that there might be loudspeakers concealed in the ceiling for music or paging, but this hasn't been confirmed. The heating system, for obvious reasons, wasn't tested, nor were the 110-volt shaver and curling iron outlets in the rest rooms. The one system that was found to be inoperative was the small electric refrigerator that serves the water cooler and the crew's icebox. That box is just about big enough to cool one six-pack (of Coke: Rule G) The refrigerator seems to be out of gas, and a long history of complaints about it in the crew's book suggests that it has a tiny leak somewhere that's never been found. The cooler seems to be easily removeable, if we have a refrigeration mechanic in our ranks who'd like to take it home and have a go at it. Contact DiGiorgio if you want to tackle it.

The coach is presently kept locked on the coach track at the Santa Fe Depot. Arrangements will be made for any member with a museum key to open it. The coach will be open half an hour before the next General Meeting, August 17th. Come a little early and look it over!

STEAMUP SHOWS OFF OUR SMOOTH SHAY

By Bob DiGiorgio

One of the major reasons for the July 5 & 6 steamup was to test the results of the largest group of mechanical repairs we've done to the old sidewinder since we put the shafts back on. The results were very gratifying - old #3 ran better than she's ever done since we got her.

Probably the most miserable job we'd put ourselves to was cleaning out the fuel tank. The oil we've been burning was in the tank when we got the Shay, and no telling how long before that! We've always found the loco to be hard to fire. It would flame out for no apparent reason, and not relight until we'd blown out the fuel lines. Sometimes we'd have the firing valve wide open, but not be able to keep up steam. Suspecting the fuel or some foreign material in the tank, we deliberately burned out the last of our old oil during the New Year's operation. Then the dirty work. After softening the remaining oil with solvent for a week, and flushing the tank with water, DiGiorgio and Pennick climbed down inside to sweep, shovel and scrape out the rest of the gunk that remained. A new screen was made for the hatch, to replace the missing original, and a thousand gallons of fresh oil put in. What a difference! The ornery old Shay ran like a new engine. The hardest part of firing became keeping the pop valves closed. A lock on the oil hatch was added to make sure things stay clean inside.

In other ways, our operation is cleaning up (sorry, I don't mean financially). We've been able to keep a much cleaner stack during this last operation. Of course, a little smoke can't be avoided in the stop-and-go operation on our presently limited run of track. But we've been able to sand the flues less, and blow down the boiler less, and still keep a clean boiler (important to both efficiency and long boiler life). The water was nice and clear when we drained it afterwards, and there is almost no mud in the bottom. Besides the new fuel, we've also been using soft water in the boiler, and Jerry Windle took on the dirty job of cleaning out the tender. The soft water costs us about ten dollars extra each operation, and is a good investment against much more expensive boiler repairs.

The bad leak on the left side of the boiler was eliminated by DiGiorgio, who replaced the broken staybolt. The bell has a new enthusiastic sound, thanks to Benbow, who installed an automatic air ringer (swiped from bell-less Mojave Northern #3). Benbow also made three new stems for steam valves inside the cab, which with some new packing stopped a lot of steam leaks.

We don't know all the members who pitched in on cleaning and painting, but three we do know of were John Hathaway who put the beautiful new coat of silver on the Shay's smokebox, (with primer yet, so it should last longer than the previous paint job); Walt Ely, who polished the brass bell and number plate, and Dick Pennick's sharp red paint job on the number.

We haven't mentioned by a long shot all the jobs that got done and all the workers who pitched in. As Dan Ranger put it in Pacific News (July, '69), "...she's doing very well, which is not surprising when a group puts out with its effort." The success of this last operation was the result of one of the best efforts this group has yet put out at work parties. There were a lot of new faces out, as well as the old faithfuls, and a lot for us all to be proud of in our smooth-running Shay.

Our near - forgotten little coalburner up at O. E. T. M. has not been forgotten by Our Man in Perris, Charlie Holcomb. Slowly but surely Charlie has been plugging away at the Ten-Spot's assorted problems, and he reports that it's finally ready to run. The boiler has been inspected, hydrostatic tested, and found to be in good shape. The leaky throttle valve has been overhauled by the Santa Fe's San Berdoos shops. The injectors have been cleaned out, plumbing leaks repaired, and the only thing remaining is a cleanout of the flues and a steam test. As soon as we get the word from Charlie that a test steamup has been performed satisfactorily, we'll be scheduling a public operation of the O-6-OT up at the Orange Empire Trolley Museum. Watch for it!

PRESIDENT'S REPORT

By Richard E. Pennick
President, P. S. R. M. A.

I look forward with much expectation to the five months remaining in this exciting anniversary year, which hopefully will witness the Museum obtaining land for its operating site. We are fast approaching our 1969 goal of fifty regular members, and the list of contributing members continues to swell. Thanks to those enthusiastic, dedicated individuals the museum is fortunate to have as members, the word is out that that railroad group down in San Diego is not very big as railroad museums go, but they certainly make you feel welcome.

It's true. We are small. But we're growing. And we have even bigger plans for the future. We're not perfect. We've made mistakes. We're still making them. But we all share a common bond in the glory and heritage of the flanged wheel, and we enthusiastically welcome anyone with more than a casual interest in the railroad tradition.

I want to encourage all members, whether regular or contributing, to lend their support to the Museum and help it grow. Take part in its activities and projects. A successful museum consists of not only interesting exhibits but of enthused and dedicated people as well. We need lots of enthused people to make our museum a success. Can we count on you?

MECHANIC'S TRAINING PROGRAM

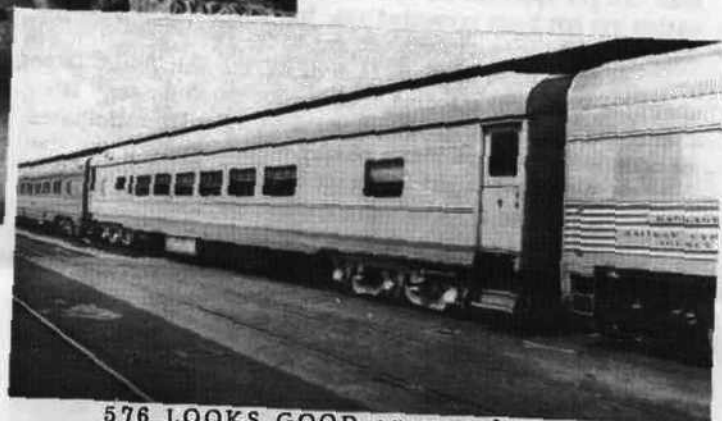
An apprenticeship program to train new mechanics for all museum equipment is being planned by Master Mechanic Bob DiGiorgio. Presently, DiGiorgio and Charles Benbow are the principal skilled mechanics in the group, at least, as far as we know. Bob would like to train others in order to expand the mechanical department and also to provide an eventual successor to his job.

The program will consist of classroom training sessions, where principals will be taught and smaller pieces of equipment worked on, and on-the-job sessions where more detail can be paid to training than has been possible. Interested members should contact Bob at his home, 448-6161.



ENJOYING a comfortable ride to San Diego is this group of happy railfans.

576 EXCURSION HIGHLIGHTS



576 LOOKS GOOD among the newest.



STAN KERR is clearly excited about something. Wonder what?



"A FINE JOB", says Bob, of U. P.'s work on the car.



BILL OF SALE is given to P. S. R. M. A. Treasurer Dave Hobson by Robert Lund, Union Pacific General Passenger Agent, as Jerry Windle looks on.



RIBBON CUTTING is done by Janice Sanders as Bob Lund, Eric Sanders and Bob DiGiorgio assist, during ceremonies at Union Depot in Los Angeles.

San Diego & Arizona Eastern - CORONADO BRANCH: THE BEGINNING OF THE END

The S. D. & A. E.'s grade crossing at Pomona Avenue in Coronado was covered up during a repaving job in early July, thereby cutting off North Island Naval Air Station. Traffic Manager K. D. Frye confirmed that the paving will be permanent, and that all traffic from the Air Station has stopped.

The branch is still in operation, doing some business with the Amphibious Base south of Coronado. Frye stated that the Base has agreed to stop rail shipments as soon as the railroad can get approval for abandonment. The official application has not been presented yet, but will be as soon as the railroad's legal department can get to it.

In other news of the S. D. & A. E., the San Ysidro Depot, shown here, is still standing, but not for much longer. It's taking the railroad a little longer than originally anticipated to complete the move into a nearby metal building, but the 50-year-old depot is just living on borrowed time. (R. R. D.)



EXCURSION NEWS...

Enclosed is a brochure on a Labor Day excursion being run by the Bay Area Electric Railroad Association and the Pacific Railroad Society. The advertised times of arrival and departure are being adjusted to allow for connections with the San Diegan. Fares from San Diego would be \$5.00 more.

The Electric Railway Historical Association of Southern California, Inc. is running a San Francisco Municipal Railway Excursion on September 6th. Contact them for information at P. O. Box 6576, Los Angeles, 90055 (T. W. M.)

WAYS AND MEANS COMMITTEE

Money and how to raise it is always a problem and with the purchase of car 576, it has become a critical one for PSRMA. The Ways and Means Committee, headed by Jerry Windle with members Dave Hobson and Chop Kerr, is tackling this task with a number of ideas. These include a railroad film series, excursions, railroad items for sale and even contacting Foundations seeking grants for the museum.

The Committee feels that these activities should be designed to attract the general public and not strictly the railfan since, as a general rule, the railfan contributes quite freely during the year of both time and money.

The job will not be an easy one and any suggestions by the general membership will be accepted and reviewed by the Committee. Anyone wishing to sign onto the Committee and put in their "Two-Cents-Worth" should contact Jerry Windle for the next meeting date. The more members, the more ideas, and hopefully, more money. (J.W.W.)

ROHR TO BUILD BART RAIL CARS



Railroading in San Diego took an interesting new turn in July with the announcement that the Rohr Corporation of Chula Vista is entering the rail equipment manufacturing business. Rohr, which primarily manufactures aircraft parts, has received a \$66.7 million contract to build 250 aluminum cars for San Francisco's new Bay Area Rapid Transit System.

The cars, traveling on rails, are capable of speeds of up to 80 miles per hour, with an average of 45 mph with station stops. Controlled and scheduled by computers, the unique vehicles feature fail-safe systems. Rohr will deliver ten prototype cars in mid-1970.

This will be the first time that railroad rolling stock will be manufactured in the San Diego area for sale to other companies. The only equipment construction in the past was by local rail companies for their own use, notably the San Diego Electric Railway. The BART cars will be built in a new addition to Rohr's main plant in Chula Vista.

EDITORIALLY, the writer would like to note the irony of San Diego producing equipment for one of the world's most modern transit systems, while our own is in such sad state. The past mistake of replacing smogless trolleys with diesel busses is perhaps too far in the past to be reversible, but we seem to be determined to follow the Los Angeles' smoggy policy of building nothing but additional freeways to relieve our traffic congestion. Hopefully, the sight of those new BART cars passing within sight of city hall on their way up to Frisco will inspire our town fathers to think again. (R.R.D.)

CALENDAR

AUGUST

- 17 1 - 4 P.M. LOCOS OPEN TO PUBLIC, Crosby at Harbor
- 17 7:00 P.M. - COACH 576 OPEN at Santa Fe Depot
- 17 7:30 P.M. - GENERAL MEETING 2nd Floor, Santa Fe
Nominations for 1970 Officers - Reports of Museum activities - European trains & trams, films, Matson
- 24 1 - 4 P.M. LOCOS OPEN TO PUBLIC, Crosby at Harbor
- 31 1 - 4 P.M. LOCOS OPEN TO PUBLIC, every Sunday

SEPTEMBER

- 2 7:30 P.M. BOARD MEETING - Visitors are welcome.
This month only, at 915 W. Grape, S. D.
- 7 1-4 P.M. LOCOS OPEN TO THE PUBLIC
- 14 This is one of our most important activities, yet it's easy, relaxing and pleasant way to spend an occasional Sunday afternoon. Bring the family.
- 21 Chop Kerr is coordinator, call him at 291-4787.
- 28

PSRMA

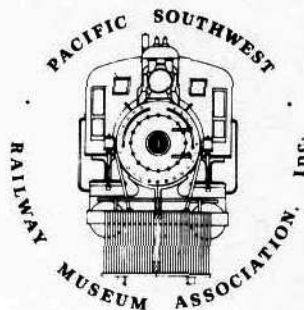
The Pacific Southwest Railway Museum Association, Inc., is a Calif. non-profit educational corporation with State and Federal income tax exemption. All donations of funds and materials are tax exempt, and greatly appreciated. The Museum owns four steam locomotives. Located in San Diego at Crosby St. 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.

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Robert R. DiGiorgio	Walter M. Barber, Jr.
John Hathaway	

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Traction Committee	Tom Matson, 273-8951
Ways and Means Committee	Jerry Windle, 282-6770



REPORT

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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.