

# REPORT

ISSUE 60

SAN DIEGO, CALIFORNIA

SEPTEMBER, 1969

## Campaign Issue

We invited the candidates for the two contested offices to express their views. Here are their statements.....

### TOM MATSON, for Board Member

Tom Matson has been a member of PSRMA almost since its inception in 1962. Tom is an active traction and train enthusiast with many slides, pictures and movies. He has been active with the Railway Historical Society of San Diego as 1958 secretary and 1962 Vice-President. Currently Tom is PSRMA Secretary, REPORT Editor and Traction Committee Chairman. Tom would like to continue on the board in this new position and help PSRMA obtain more funds, improve REPORT, foster more membership participation such as monthly meetings and attempt to improve inter-railfan group relations.

### H. C. "CHOP" KERR, JR. for Board Member

When elected as Board-Member-At-Large, I will serve PSRMA in a variety of ways. This position offers the incumbent the opportunity to attack projects and problems not normally tended to by the regular officer corps. My primary interests now are: Fund Raising, Public Relations, site acquisition and development, obtaining more varied equipment and engine crew duties.

### WALTER BARBER, JR. for Board Member

I have been nominated as a candidate for re-election as a Director of PSRMA. If I am re-elected, I will accept and continue to do my utmost to serve this organization as I have in the past two years.

I feel that I am in a position to be an asset to the organization through my business as a railroad contractor, having dealings with various Railroad companies in the Southwest.

I have not aspired to any higher office in the organization being content to serve quietly on the board and I would feel it an honor to be re-elected to continue in this capacity.

Now that the candidates have had their say, it's time for YOU, if you're a regular member of PSRMA, to have your say! Your Ballot and voting instructions are in the back of this issue. Use it wisely!

### DAVE PARKINSON, for Vice President

For some PSRMA members this is your first introduction to me. As I will explain, I do not consider it presumptuous that a relative newcomer such as myself should run for museum Vice-President. Because I believe I can make an immediate and positive contribution to the museum's future and because I have the necessary enthusiasm, I have sought the Vice-President's office. In many respects my lack of previous involvement with past decisions and policies is an advantage. On a board of directors composed of members of longer tenure, I would hope to bring fresh insight and an unbiased opinion to the problems of the museum. As an indication of my enthusiasm since becoming a member earlier this year I point to 100% attendance - at all board of directors and general membership meetings, participation in 2-of-3 pre-steamup work parties plus the steamup itself, and acting as Sunday display host. I am currently actively involved in the Puerto Penasco excursion planning committee. But, besides my general enthusiasm I would channel my energies as Vice-President toward accomplishment of specific goals which I believe important to the museum's future. These goals are as follows:

- 1) Acquisition of land for an operating site
- 2) Continued emphasis on Ways and Means to improve the museum's financial posture and permit the acquisition, restoration and operation of equipment.
- 3) Establishment of a young adults section within the museum to further our educational role and enhance prospects for continued museum growth.

If these goals are meaningful to you as a member and you feel they warrant concerted action, I would appreciate your vote for Vice-President

### TERRY DURKIN, for Vice President

Terry Durkin is one of the fourteen original charter members of PSRMA. He has served as a Director, Secretary, Vice-President, President and Chairman of the Board for the Museum since its beginnings. Terry is responsible for the acquisition of all the steam locomotives presently owned by the museum. He has been very active each year that the museum has existed.

In his present bid for the Vice-Presidency, he hopes to coordinate better operations of the steam locomotives and stream-line communications between the various departments in the museum. In the PSRMA, the Vice-President is the General Manager. Terry feels that this is a job that needs an active and interested member on the job year round. Terry feels that new blood is needed in the museum, however, a job of this importance should be put into the hands of an experienced member if one is available - he is available!!!!

For all members of PSRMA this is perhaps our most important item to be concerned with. The museum has four fine steam locomotives, UP car 576, and other miscellaneous equipment. Not always when PSRMA has obtained equipment has there been sufficient funds to pay for the equipment directly from the General Treasury. Such is the case now with Car 576. At present \$471.53 has been donated to the Car 576 Fund. Of this amount, \$242.32 has been loaned to the General Fund for a \$229.21 net cash balance.

Member Tom Matson loaned \$500 in July, 1967, of which \$100 has been paid off for a balance due of \$400.

Several people have loaned money for the Car 576 as noted below:

|                           |                  |
|---------------------------|------------------|
| Eric Sanders              | \$ 50.00         |
| Peter Botten              | \$ 500.00        |
| William H. Adam           | \$ 100.00        |
| Mr & Mrs Russell Hadley   | \$ 100.00        |
| San Diego Trust & Savings | \$ 500.00        |
| <b>TOTAL</b>              | <b>\$1250.00</b> |

Total loans outstanding now rest at \$1650. Mrs. Charles Kent has presented a check of \$250 from friends of Chick Kent making a net loan balance of \$1400. Considering the above cash balance of \$200., we have a current debt of \$1200.

If our 120-plus members gave \$10 or more per person we could pay off all our loans. With this thought, we are including an envelope with this issue and the hope that you will send \$10 or more in return.

Persons donating more than \$10 apiece were the following:

|                       |                   |
|-----------------------|-------------------|
| H. C. Kerr, Jr.       | Eric Sanders      |
| Stanton Kerr          | Mrs. Charles Kent |
| Dr. Richard Tullis    | Walter Ely        |
| Friends of Chick Kent | John Cranston     |
| Tom Matson            | Russell Hadley    |

PSRMA members on Car 576 excursion

We thank all others who donated in any amount and hope you will continue to support us.

## WAYS AND MEANS COMMITTEE

The Ways and Means Committee is considering a Film Festival. The Committee feels that any worthwhile money-raising project must appeal to the general public not just to the railfan.

PSRMA already has one very successful annual fund-raising event, the Puerto Penasco excursion. If another "annual" could be established, then we would begin to develop a dependable income base.

Groundwork is complete for such a festival. The schedule calls for four feature length films, each shown twice, at 7 and 9:15 PM on alternate Thursdays at the Ken Theatre beginning in February, 1970. Tickets would be sold in advance for the entire series, which would guarantee the break-even-point. Ticket price would be \$6-\$8 with a 5-10% discount on larger groups. Profit possibilities are considerable. At \$8, 250 sales would give us \$700 profit and 1,000 sales would net \$5900. For such a project to succeed, a vigorous campaign would have to be conducted.

The series would feature these films:

THE GENERAL (1927) Buster Keaton silent classic  
UNION PACIFIC (1939) CB DeMille's UP classic  
THE TRAIN (1965) Modern railroad adventure  
RETIREMENT OF MR. NEOPOLIAN (1968) Japanese RRing

Comments on such a project are solicited.

Please contact Chop Kerr, 291-4787 or write.

OUR SYMPATHY goes out to Chop Kerr, on the August 30th passing of his father, H. Chalmers Kerr, Sr., was taken ill suddenly in St. Louis, Mo. Chop flew over in time to be with his father, will remain in the area a few weeks.

## PRESIDENT'S REPORT

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

Really, the only thing unique about our organization is its stated purpose: to preserve and operate antique or historic railway equipment as a public attraction.

In all other respects, I'm afraid we are immutably typical of non-profit groups everywhere. The chief similarity, of course, is the constant and insatiable need for funds. I would guess that the energies of these groups are, or should be, directed 50% of the time toward raising money, and the remaining 50% spending it.

Thanks to the concerned forthrightness of one of our new members, I was made painfully aware of the fact that, so far, the Museum Balance Sheet has nearly always tilted toward the "Spending" side of the scale, to the detriment of the "Earning" side. It's an indisputable fact that any organization, be it for pleasure or profit, will eventually, unerringly, fail if the outgo is allowed to exceed the income for too long. We can't allow this skeleton in our closet. We have too much at stake and too many avenues of resource available to us to allow such a catastrophe to occur. Fund-raising must be a 365-day activity because not all "fund-raising" functions succeed in raising funds, despite the effort expended. I don't mean to say that there must be an activity each day of the year, but that planning must be a continual thing. The launch of a single space vehicle may be the result of years of planning.

The Museum has a vehicle now, in the form of the Ways and Means Committee, to accomplish whatever we decide our financial goal should be. But they don't have all the answers. If you feel that your ideas are sound and worthy of consideration, pass them on to the committeemen or take part in the committee itself.

We have some terrific plans for the future, and with what we have to offer, there is no doubt whatsoever that the Museum will achieve all of its goals in spite of any setbacks.

For a change of pace...

### SPEND A SUNDAY STAFFING!

One of the most important activities of PSRMA is the locomotive exhibit at Harbor Drive and Crosby Street. Every Sunday afternoon from 1 to 4 PM, the shanty the 2-8-2T are open for public inspection. The open house is widely publicized in tourist media and local newspapers. This is PSRMA's only regular contact with the public, and is establishing a foundation of interest which will benefit us when we have our own museum facility.

The staffing of the exhibit is coordinated by Chop Kerr. This is an easy, relaxing and pleasant way to spend an occasional Sunday afternoon and involves at most 4 hours. Lacking volunteers, calls will be made to all members for help. Chop promises not to assign anyone more often than every other month. Since the exhibit opened in April, 18 members have performed this task several 2 or 3 times. With our current membership, each one shouldn't be called on more than twice a year.

The one requirement for each staffer is a key to open the cab doors. Keys are available from Bob DiGiorgio for \$1, which is refunded on the return of the key. So all please call Chop Kerr at 291-4787 for your Sunday assignment.

## SEPTEMBER

- 21 - LOCOS ON DISPLAY, John Hathaway is Host.
- 28 - LOCOS ON DISPLAY, Eric Sanders hosting. 1 - 4 P. M.

## OCTOBER

- 5 - LOCOS ON DISPLAY, Crosby at Harbor, every Sunday.
- 7 - BOARD MEETING 7:30, San Diego Trust Bldg. All Welcome
- 11 - WORK PARTY on S.D.E.Ry. line truck, 9-1 at DiGiorgio's.
- 12 - LOCOS ON DISPLAY. Volunteers needed! Call 291-4787.
- 19 - LOCOS ON DISPLAY. 1-4 P. M. every Sunday.
- 19 - GENERAL MEETING, ELECTION OF OFFICERS FOR 1970, 7:30 P. M., Santa Fe Depot. Y'all come!

## POSTPONED:

- Sept. 27 Lavino Test Steamup, for further work on brakes.
- Nov. 15 Puerto Penasco Excursion, due to new border inspections. Will reschedule when situation is more predictable.

## LAND COMMITTEE

### FENTON LAND DEAL IN LIMBO

By Dick Pennick

Negotiations with the H. G. Fenton Material Co. for a long-term lease of a Museum site at Fenton property in the Otay Valley has met with some problems. Chief objection by the Fenton management concerned the long-term nature of the proposed lease, viz. 10-15 years.

Mr. Maher reports that until a new decision is reached on use of the Otay property, the roadbed may still be available for temporary Museum use should we desire it. If it is, the Museum would be required to lay its own track from the end of the existing spur.

In the meantime, the Land Committee has not been idle. Negotiations are continuing with the 22nd District Agricultural Association, operators of the yearly Southern California Expo at Del Mar. Other possibilities are also in the works and these will be reported on as they develop.

## NEW STANDING RULES recently adopted by Board

1. No agreement, written or oral, will be entered into by any member that obligated the PSRMA, Inc. in any way, financially or otherwise, without specific approval of the Board of Directors.
2. At least one copy of all Museum correspondence shall be forwarded to the Secretary within thirty days from the date of the correspondence, who will make it a part of the permanent Museum record. The Secretary shall make this correspondence available for inspection by any member on reasonable notice.
3. All bills submitted to the Treasurer for payment shall be accompanied by substantiating receipts, invoices, or other itemized list of expenses.
4. Any bill in the excess of five (5) dollars submitted to the Treasurer for payment must be reviewed and approved for payment by the Board of Directors.
5. To be honored for payment, all bills must be submitted to the Treasurer within thirty (30) days of the date the bill is incurred. Exceptions may be granted by the Board of Directors.
6. Effective with 1970 memberships, the membership cards must bear the signature of the President and the Director of Records and Personnel.

El Paso City Lines streetcars from El Paso to Juarez, Mexico, were temporarily suspended on the 6th of July because of electrical conduit work in Juarez. The suspension is to last from two to twelve months. (Short Circuit Bulletin)

Toronto Transportation Company, TTC, is going strong with 400 streetcars - only 300 being actually required for service. All conventional (Non-PCC cars) are gone except for one Peter Witt car held for a US museum and a few old air-electric PCC cars are left for peak hour services. Streetcars are to last for sometime in Toronto possibly 1980 with perhaps some streetcar excursions. (SCB)

Philadelphia's SEPTA (South East Pennsylvania Transit Authority) rail route 4H was bussed on Sept. 15th. (SCB)

San Francisco Municipal Railway is going strong with its five streetcar lines, 3 cable-car, many trolley-coach and bus lines. As of July 1, the standard fare of 15¢ was raised to 20¢ with the cable cars and express busses to 25¢. It is learned from local railfans that the present system of streetcars will be replaced by new cars when the present cars are placed in the subway tube and that all five lines will be re-tained with slight modifications to the J-Line routing. Tom Matson and George Geyer enjoyed a day of railfan riding Sept. 6, on SPMRY 1009, an old double-ended PCC car. The Electric Railway Historical Society of Southern California sponsored the tour. The Muni uses 102 of 105 cars in its Monday-Friday rush hours. Three cars are used in maintenance.

On Sept. 7, Tom Matson and George Geyer visited the Rio Vista Junction California Railway Museum located on State Highway 12 between Fairfield and Rio Vista. Sponsored by the Bay Area Electric Railroaders Association, the museum has approximately one-mile of operating track and more than 30 pieces of rolling stock including streetcars, interurbans, box-motors, electric locos, maintenance of way equipment, steam locos, passenger cars and freight cars. An interesting illustrated, 8 1/2 x 11, booklet describing the museum is available for \$1.50 plus tax from the BAERA, 2119 Marin Ave. Berkeley, CA 94707. (TWM)

The Orange Empire Trolley Museum will have its annual meeting October 4th at the Perris Union High School at 7 PM. The meeting will include annual reports by club officers and department heads. Slides and movies will be shown at the Museum. Plans call for streetcars to be operating during the day and night hours. PSRMA, a member of OET, will be represented at the meeting by our President Dick Pennick. All PSRMA members are invited to attend and view our two locomotives which are stored at Perris.



SAN FRANCISCO MUNICIPAL RAILWAY No. 1009 at the West Portal of Sunset Tunnel on Sept. 6, 1969. Aboard is Electric Railway Historical Society of So. Cal. fan trip.

# southwest corner

by John Hathaway

SOUTHERN PACIFIC announced plans July 22 to convert the City of San Francisco, operating between the Bay area and Ogden, to tri-weekly service instead of daily. SP also hopes to apply a similar schedule to the Oakland-Portland Cascade but at last word the railroad has been told that it must maintain a daily schedule at least until January 1, 1970.

One of the system's defunct Krauss-Maffei's has received a reprieve from the scrapper's torch. Instead, its being readied in the road's Sacramento shops for duty as the camera car for SP's locomotive training simulator.

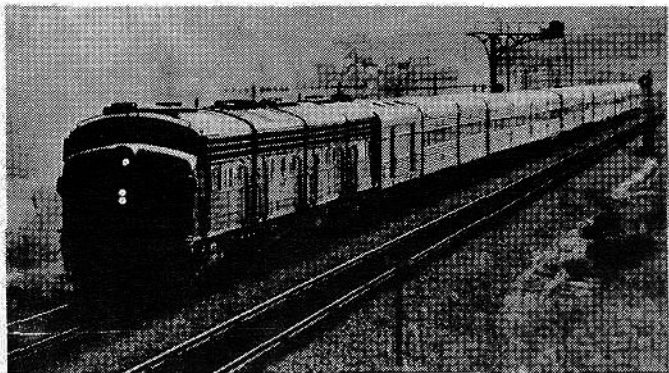
SP's been expanding its locomotive roster in a big way this year: 87 SD-45's (SP 8982-9051, COTTON BELT 9052-9068), and 18 SD-39's (SP 5300-5317) are all new EMD road switchers. 30 EMD SW-1500 yard switchers (SP 2493-2510, COTTON BELT 2511-2522) are going into service currently. And GE is also in the picture with 30 3300-hp U33C's (SP 8600-8629). All the new units are for freight service, needless to say.

SANTA FE's San Diegan has been doing a booming business during the summer months as the picture of #77 passing through Elvira on August 23 testifies. That train required four units for its 18 cars. This has been typical for the weekend runs which have been leaving the San Diego station in two sections to be hooked together just south of Old Town. The trains are so long they would block Ash Street and Broadway if put together at the depot.

Below is the San Diegan schedule for those interested in catching a glimpse, or even riding one of these long trains. If it is the length that interests you, your best bet is a weekend San Diegan.

|             | #73      | #75      | #77      |
|-------------|----------|----------|----------|
| San Diego   | 7:00 AM  | 11:30 AM | 4:00 PM  |
| Los Angeles | 9:55 AM  | 2:25 PM  | 6:55 PM  |
|             | #74      | #76      | #78      |
| Los Angeles | 7:30 AM  | 11:00 AM | 7:45 PM  |
| San Diego   | 10:25 AM | 1:55 PM  | 10:40 PM |

A nice ride is to leave San Diego on #77 at 4:00 PM and return on #78, arriving at 10:40 PM. On Saturdays these are both long trains. For further info call the AT&SF at 232-2961 or 232-0495.



New motive power is also appearing on Santa Fe and has been finding its way quite regularly into San Diego. SD-45's currently being received on the system have been assigned numbers in

the 5590 class. A total of 25 of these new engines are now in service. They feature controls for mid-train 'slave-unit' service which has been utilized on the steep grades of Cajon Pass between San Bernardino and Barstow.

Other new locos for SF include an order of 20 GE 2250-hp branch locomotives (SF 7000-7019), 20 GE 2300-hp road switchers (SF 4000-4019), and 25 of GE's larger U33C's.

The number series of these new locomotives will fit into the new classification of all Santa Fe diesels. The present numbering series came into being during the last days of steam and many illogical gaps still remain which were once occupied by now long-gone steam engines. All of the system's road engines will be receiving new four-digit series.

Santa Fe's bright red cabooses are beginning to appear frequently throughout the state and have been into San Diego once or twice. The rebuilt and repainted cabooses feature shock control couplers, thermal-pane windows, electric heaters and marker lights, and numerous other modern innovations. Until recently they passed over California rails only behind Santa Fe's crack Super C, but now they're being reconstructed in the system's San Bernardino shops and will be more and more in evidence around here.

THE ANGEL'S FLIGHT RAILWAY in Los Angeles, "The Shortest Railway in the World," was dismantled last May 18 to make way for an urban renewal on Bunker Hill. Plans call for it to be restored and returned to its original location after the Bunker Hill project is completed. The one-block line started service on Dec. 1, 1909 between Hill and Olive Streets on Third Avenue. The fare remained at its original 5¢ throughout 60 years...one of the best bargains around.

THE DENVER & RIO GRANDE WESTERN finally received ICC permission to discontinue all of its narrow gauge operations with the exception of the Durango - Silverton passenger run. The railroad must now provide service to its customers on its motor transport service at rail rates. Scrap value of the line is 1.3 million dollars, but a Colorado-New Mexico bi-state authority or the US Park Service are possible contenders for the line, if the D&RGW is willing to sell it. The last train to run on the Antonito to Durango line was Dec. 5, 1968. This information was from issue #58 of the Iron Horse News available free from the Colorado Railway Museum.

To obtain a subscription, send six business size envelopes, self-addressed, to Iron Horse News, Box 641, Golden, Colorado 80401. Another best bargain around!

THREE 'NEW' UNION PACIFIC CARS have arrived at the Santa Fe depot. Joining PSRMA car 576 and Jack Stodelle's private collection are cars 5110, a dormitory kitchen; 5111, a diner; and 6205, a club lounge. They were built in 1953, 1953, and 1949 respectively and were remodeled by UP at Omaha in 1959. These cars were used together on the City of Denver until July 1968. They were purchased by used car dealer Sailor Main who wants to resell them for \$25,000.