

REPORT

ISSUE 78

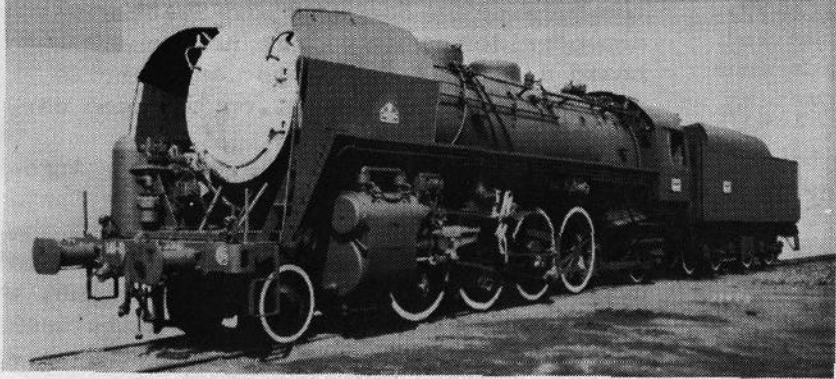
SAN DIEGO, CALIFORNIA

May, 1971



SANTA FE'S FINAL SAN DIEGAN HAS JUST PULLED INTO SAN DIEGO DEPOT ON APRIL 30, 1971, THE DAY BEFORE 95% OF AMERICA'S PASSENGER SERVICE IS TO BE TAKEN OVER BY THE QUASI-GOVERNMENTAL "AMTRAK" CORPORATION. FOR MORE DETAILS, SEE "SOUTHWEST CORNER" ON PAGE 2.

HANDS ACROSS THE SEA—IN REVERSE: PSRMA to receive French engine!



On April 7, 1971, word was received from the Société Nationale Des Chemins de Fer Français that PSRMA was to receive a donation of an American built steam locomotive. Monsieur A. Segalat, Le Président du Conseil D'Administration of S. N. C. F. made the donation in the
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name of the French people. He indicated that in making a gift of this locomotive to a United States museum the French Railways were happy to show once more their feelings of gratitude toward the United States, the U.S. having given them this locomotive at a time when the French were surmounting grave post World War II difficulties.

More than 1,300 almost identical U.S. Mikados were painstakingly designed, expertly built, and shipped across the Atlantic in great freighters to the homeland of General Charles DeGaulle during and following World War II. Perhaps one or two hundred of them are still burnishing the rails of France today. The orders for these locomotives were filled by Lima, Baldwin, American, Canadian, and Montreal locomotive builders. The design was based on the Green Bay & Western 2-8-2, but modified for French application. For the most part the design adhered strictly to American locomotive practices and tolerances incorporating, of course, French limitations. The only obvious external differences are lack of bell, pilot mounted headlight, hook and buffer couplers, and left-hand running configuration.

The donated locomotive is a "Liberation Mikado" class 141Rf, road number 1199. This 2-8-2 locomotive is from the Baldwin Locomotive Works and was built during 1945-47, exact year not known. The photo on page one is a sister engine to the PSRMA donation, and the Baldwin builder's photo came from the collection of H. L. Broadbelt. It is identical to number 1199 excepting the Association locomotive has Box-Pox drivers. The 1199, which also features cast bed frame and roller bearings, is still in service and has seen more than 1,629,000 kilometers of service since its construction. Delivery to the nearest port of embarkation for this oil burner can be any time after June 1, 1971.

Very preliminary arrangements have begun for shipping the locomotive by ship from France directly to San Diego or possibly Los Angeles. Actual costs will be
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about \$20,000, but it is expected that many of the services will be donated. Plans are being formulated for a combination fund raising and publicity campaign that may be National in scope. The International goodwill that can result from this monument to French and American friendship certainly will benefit PSRMA, San Diego, and the United States. Report, of course, will continue to provide the details as this massive project gets under way.

As with all other locomotive donations to PSRMA, this one is the result of many, many efforts from one member. In this case, it was the work, time, and patience of PSRMA President H. Chalmers Kerr, Jr. that has resulted in PSRMA's biggest "prize" to date.

SOUTHWEST CORNER

Now that the final railroad-operated passenger train (see photo on page 1) has arrived in San Diego, and the government-sponsored National Railroad Passenger Corporation has taken over all passenger service in the Southwest Corner, what are some of the changes that can be looked forward to in the future?

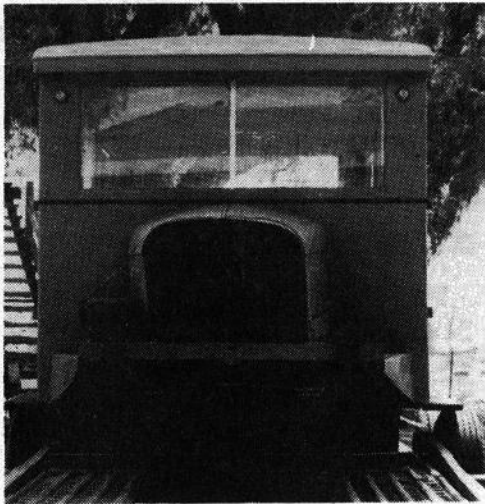
Amtrak, nee Railpax, has caused some immediate changes here in San Diego, one of the few cities in the nation to receive improved service on May 1. For the first time in a long while Southern Pacific and Union Pacific cars have come in and out of San Diego depot in regular service. They are being incorporated in the tri-weekly San Diego-to-Seattle western corridor run. It is now possible to board a car in San Diego and arrive in Seattle 35 hours later...on the same car.

The two daily San Diego-to-Los Angeles trains are still using the same Santa Fe equipment, and look the same as the pre-May 1st trains. However, these trains have been running consistently on time, a result of a contract provision between the railroads and Amtrak that gives passenger trains priority over freights.
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ROSTER ROUNDUP

THIS IS THE FIRST IN A SERIES OF ARTICLES ON THE PAST HISTORY AND CURRENT STATUS OF THE MAJOR PIECES OF PSRMA ROLLING STOCK AND EQUIPMENT.

PSRMA's first piece of rolling stock probably came closer to an untimely end by the scrapper's torch than any other piece of Museum equipment. Indeed, the first place the ex-Santa Maria Valley Railroad's railbus #9 was seen was in a salvage yard.



It was early in 1965 when PSRMA member Terry Durkin noticed this unique piece of rolling stock sitting in the yard of the Valley Pipe & Salvage Company of Santa Maria, California. The #9 had not travelled far from her original home as the salvage company was located just across the street from the old Santa Maria Valley Railroad depot.

Letters were written, and Sam Berkowitz, owner of Valley Pipe & Salvage, consented to donate #9 to PSRMA rather than scrapper. The first Sunday in June of 1965 saw PSRMA members Durkin, Dick Pennick, and Victor Koenigsberg loading the old railbus onto a rented trailer for the 300 mile trip to San Diego and the backyard of member Lee Adams.

Among the major repairs necessary for restoration was the replacement of both the drive shaft and the radiator shell. A letter to Fairmont Motor Cars Corporation
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tion revealed these parts were no longer available for the 1932 railbus.

Restoration went ahead, though, with a new drive shaft being fitted and the deteriorating body completely rejuvenated. Further complications set in when the #9 had to be moved to the home of member Walt Hayward.

The railbus was moved once again on April 3rd of this year to the home of Master Mechanic Bob DiGiorgio. It was intended that a winch truck owned by member Wally Barber would be used to load



the bus onto a rented automobile trailer for the 3-mile move to Santee from Hayward's property in Lakeside. However, the winch truck was needed for a last-minute repair job by Wally's firm so ingenuity became the order of the day. A hand-operated "car mover" was discovered on the premises, and the bus was laborously winched, inch by inch, onto the trailer. At length all was secure, and the trek was made to Bob's amid curious stares by passerbys.

Old #9 was unloaded in front of the shed Bob had cleaned out for the occasion and the built-in jack under the center of the bus was used effectively to position the bus, lining it up with the doorway of the shed. Everything seemed to be progressing satisfactorily until someone noticed the fact the height of the shed doorway was about 4" less than that of the railbus. When last seen, a bright orange railbus was parked in the middle
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of the driveway behind Bob's house!

The latest move was necessitated by Hayward's plans to move out of the area in the near future. Other Museum items still remain at his Lakeside site, including the old watchman's shanty from Santa Fe's downtown Broadway crossing.

Doing the sweating and swearing on that day were Dave Parkinson, Dan McLean, John Hathaway, and Dick Pennick. Incidentally, the photos on page 3 were taken in Bob's driveway just before the railbus was unloaded.

The only step remaining to complete restoration is still a new radiator shell which will have to be custom made. This will probably be done in the near future, and thanks to a number of members, including those mentioned above, PSRMA will soon have yet another piece of operational vintage rail equipment.

Dick Pennick
John Hathaway

WORK PARTIES

Five industrious members had a "high" time Saturday, April 24th...about 50 feet high, to be exact, as the Museum's 8000-gallon redwood water tank was transported to its new storage site at Bob DiGiorgio's place in Santee. The tank, in excellent condition, was donated to the Museum late last year by Mr. and Mrs. Joel Cloud who had used it for years as a source of domestic water until replaced recently by a new steel tank.

Although the dismantling proceeded safely and without injury to any of the members, except for the usual crop of splinters, the project was not without its share of excitement. It all began while Jim Iyerla and Dick Pennick were removing the roof over the tank. As each board was removed, it was tossed over the side to be stacked in a pile on the ground. Electric power and telephone lines surrounded two sides of the tank
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within ten feet. Complicated by gusty winds, it was inevitable that one of the boards should land on several of the power lines, scraping off the rotted insulation and ripping the wires, insulators and all, from the house nearby. As two of the bared wires came together they short-circuited, setting the remaining insulation on fire all the way to the pole. The large transformer on the pole made a popping sound as its insides exploded.

At length an SDG&E repair crew arrived with its boom truck, and before long all was as good as new. By this time the tank had been completely dismantled, the only items remaining to be lowered to the ground being the circular hoops that had retained the staves and the TV antenna, both of which presented a real challenge.

SDG&E came to the rescue with its boom truck delicately plucking the antenna from its lofty perch and lowering it undamaged to the ground. The long boom also easily lowered the heavy, cumbersome bundle of hoops.

The Museum extends a cordial and heartfelt thanks to this generous SDG&E crew for its assistance. The foreman, incidentally, was on one of our Puerto Peñasco excursions.

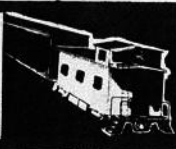
The tank stand is all that remains to be removed and it is hoped that this will be accomplished with the aid of a local unit of the Navy's Seabees. The tank will be reassembled when the Museum acquires a permanent site for use to fill locomotive tenders.

Helping to make the work party a complete success were Jim Iyerla, Dan McLean, C. B. Benbow, Herb Ruiz, and Dick Pennick. Thanks, fellows! A special thanks to Mrs. Carl McVeagh and Mrs. Walt Larson, who provided the workers with a delicious hot lunch.

Dick Pennick

There will be a special work party, Saturday, May 22nd, at Miramar Naval Air Station for final preparations on the Shay for a summer operation. For further information call Bob DiGiorgio, 448-6161.

VIEW FROM THE CUPOLA



It's fantastic how time marches on! Here it is the middle of May already, and six months as President almost behind me, and I have at least two years worth of projects to launch in the next six months ...WOW!

The President of an organization has many responsibilities. Perhaps one of the most important, especially in a volunteer organization, is to see that encouragement and recognition is given for a job well done. "Giving credit where credit is due" will boost membership morale, the ego, the psyche, or whatever. A certain minimum is expected from everyone. But when people consistently turn out for work parties, or contribute a Report item, execute a project, etc., then these persons should receive recognition. It shouldn't be difficult to praise people. Let's face it, the only thing keeping all of us going on this Museum project is pride in accomplishment; when you consider all the man-hours some members put into this thing, a little recognition is small compensation. But isn't it wonderful! All that we need to keep our nose to the grindstone is a little encouragement once in a while.

So I charge all members to use our house organ, Report, to pat a fellow or gal on the back publically. It is the responsibility of work party supervisors, department heads, committee chairmen, in fact, all of us, to report on the members that put out that something extra! Jerry Windle, Report Editor, can't possibly keep track of every member single-handed; it is up to YOU to get him the information.

A BUST? - The attendance at the April 18th General Meeting was a big disappointment to your officers and directors. Only thirteen persons, including two guests, were present. WHY??!! We offered a beautiful new meeting place... one of the nicest facilities in San Diego. The program of 1930ish steam railroad motion pictures was very entertaining (continued on top of next column)

ing. I am at a loss to know what it is that keeps membership away in droves.... We all suffer by not enjoying the fellowship and opportunity to meet with one another at the General Meetings. Until PSRMA has permanent facilities the General Meetings are usually the only chance many of us get to see each other. The July 18th meeting is going to be extra special and I expect to see at least fifty members present!

Attention Ladies - What would we do without you all? PSRMA has many projects where the distaff side can contribute toward Museum goals: Work parties, excursions, office assignments, refreshments, programs, etc. In fact one member's wife was right in there doing heavy and dirty work during the time the Santa Fe yard office was being dismantled! So if any females want to help on projects please let our General Manager, Dave Parkinson, know about your interests and talents. This will also have the added benefit in that you will not be left home when Hubby goes out to a work party.

EXECUTIVES WANTED - Two very critical positions in the PSRMA Administrative Staff are vacant. We need a couple of real dedicated persons, real drivers, go-getters, and knowledgeable members to fill these vacancies. The slots are: 1. Publicity Department Head, and 2. Chairman of the Ways and Means Committee. These positions, if vacant for very long, will definitely be detrimental to PSRMA fortunes. They concern our public image and the acquisition of funds. If we falter in these areas PSRMA might as well throw in the towel.

CORONADO POSTSCRIPT - Issue 77 of the Report omitted mention of the guiding light of this most successful event. Dick Pennick, Chairman of the Board of PSRMA, spearheaded the project. It was his enthusiasm that resulted in considerable TV and newspaper publicity for PSRMA. Without the assistance of Wally Barber, Dave Parkinson and Eric Sanders, Dick wouldn't have had a successful event. Well done to all!

H. Chalmers Kerr, Jr.
President

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Indeed, in carrying out the questionable traditions of railroad-operated passenger service, the final San Diegan arrived ten minutes late on April 30th.

The "new" Amtrak trains have been cleaner in appearance as well as running on time. And, lo and behold!, train arrivals and departures are being announced over the PA system at the San Diego depot for the first time in many years!

It is, of course, too soon to tell just how and what Amtrak will do. But these first few days have certainly been heartening. These little touches like cleanliness, promptness, and other little courtesies show the Corporation is paying attention to detail right from the start.

But the main problem facing Amtrak is the antiquated equipment the railroads have been utilizing for years. According to the Wall Street Journal, the average railroad passenger car is a staggering 19.2 years old, although we'll have to admit the equipment used by the railroads of the Southwest Corner is considerably newer. Passenger motive power acquired by Amtrak is also frequently antiquated, and it is indeed a wonder how the twenty-year-old F-units utilized by Santa Fe on the San Diegans have lasted this long!

The directors of Amtrak have indicated they intend to acquire their own equipment, but this admittedly will have to wait for some time.

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