

REPORT

ISSUE 79

SAN DIEGO, CALIFORNIA

JUNE, 1971

HANDS ACROSS THE SEA — IN REVERSE: Chapter 2

As reported in Issue 78 of REPORT preliminary investigations are still underway toward requirements for shipping the recently donated French Railways "Liberation Mikado" 2-8-2 from France to San Diego (see builder's photo of sister engine at right; from collection of H. L. Broadbelt).

About all that can be reported this month are some early estimates of the shipping costs and assuming PSRMA has to underwrite the entire project here is a partial cost breakdown:

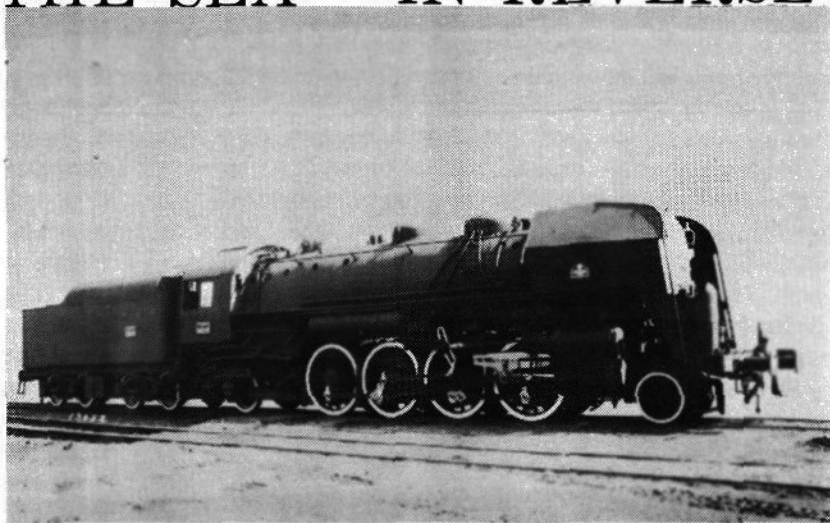
Ship Tariff:	\$10,500.00
Crane Service-San Diego:	6,500.00
Custom House Broker Service:	350.00
AT&SF Movement Charge:	appx 800.00
Crane Service-La Havre, France:	???
Dunnage:	???

With any luck we will receive considerable reductions in these charges, but to date this has not occurred.

Also since the last issue, a few more facts concerning the history of the locomotive have come to light:

The correct road number in the French style is 141R1199, with the 141R referring to the class of locomotive and the 1199 being the individual number applied to the PSRMA donation. The actual erection date of our locomotive has been narrowed down to late 1946 or January of 1947. The locomotive carries the Baldwin Locomotive Works serial number 73048. The French Railways have informed PSRMA that some spare parts as well as maintenance records for the locomotive are available.

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In service the 141R locomotives were capable of pulling 600-ton passenger jobs at 65 miles-per-hour or 1500-ton freights at 30 mph. The design of this class incorporated a perfect combination of simplicity and modernity. As recently as 1969 hundreds of these 2-8-2's were still storming the French countryside, although few remain today.

H. Chalmers Kerr, Jr., who masterminded the donation, has already gotten the massive fund-raising campaign underway. News releases have been sent out and the local press has given us good coverage; as of May 28th both San Diego papers, the Daily Californian, and the Escondido paper had carried the story.

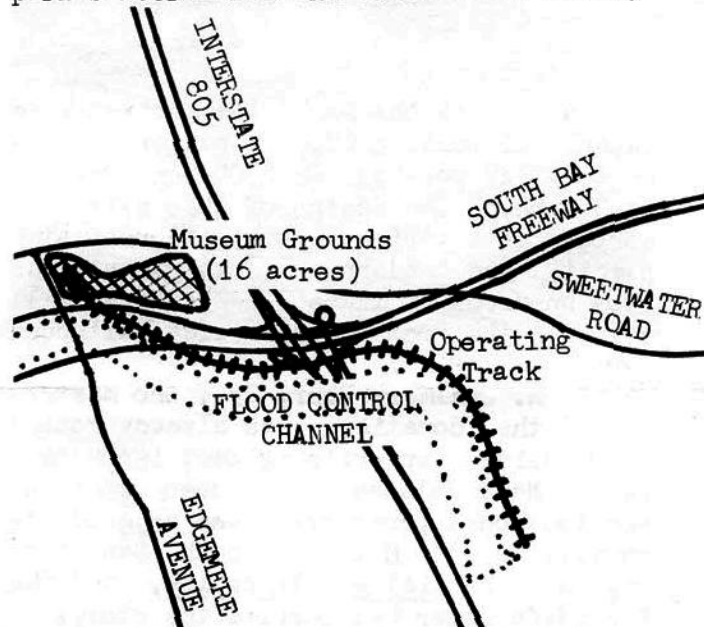
The Associated Press has picked up the story, and hopefully it has been carried by other papers across the States. News releases with a photo have been sent to major U.S. and European newspapers as well as hobby publications. The news has been aired on radio KFMB and KOGO, and we expect special coverage about the Museum plus the donation on TV 10 and 8 in the near future.

LAND REPORT

LEAST ANY OF OUR MEMBERS THINK PSRMA IS NOT ACTIVELY PURSUING THE LAND ISSUE, LET US BRING YOU UP TO DATE ON RECENT ACTIVITIES.

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SWEETWATER REGIONAL PARK - In January PSRMA became aware that a plan was about to be developed for a regional park in the Sweetwater River basin between Sweetwater reservoir and San Diego Bay. We contacted the local consulting firm responsible for developing the plan and met with them to provide information concerning Museum goals, land requirements, etc., and proposed that we be considered as an activity. The consultants showed interest and subsequently several meetings were held to exchange information. As a result, in the consultant's report of the park feasibility study it has been recommended to the County that PSRMA be seriously considered as a tenant and that our presence would appreciably enhance that park's recreation and educational value.



As shown by the map, approximately 17 acres are involved, including a mile-long point-to-point operation on the flood control channel bank. The most serious problem is that the proposed site is off track and would require moving equipment approximately one mile over highways. Financing such a move and alternate means making a rail connection are being investigated.

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PSRMA board members have met with Supervisor Boney and Mayor Kile Morgan of National City to enlist support for our inclusion in the park. Both were receptive. A public hearing regarding the park proposal was held at Southwestern College on May 19th. No major opposition was voiced against the Museum being included in the development.

The Land Committee will follow this development closely and will provide further representation at planning hearings regarding the park implementation.

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MIRAMAR NAVAIR AIR STATION - Because of PSRMA's present equipment storage at Miramar, and published reports indicating Miramar's intent to open certain areas of the base for public recreation, we approached them on permanent establishment of the Museum on the base. An exchange of correspondence and a meeting with the Commanding Officer's representatives took place. While some limited possibilities for our incorporation into the base exist the chances appear slim because of aircraft safety and land access problems. We have received assurance however that our temporary equipment storage is in no danger of early elimination.

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JACUMBA - The land is available and ready for us, but unfortunately funds are not. Substantial amounts of cash would need to be raised, which without an active Ways and Means Chairman appears unlikely. Some Museum members have expressed serious reservation about the distance of the Jacumba site from metropolitan San Diego.

DAVE PARKINSON

CALENDAR

JUNE 12 - Work party on line truck; Bob DiGiorgio's house, 10 AM.

Work party to complete water tower removal, 1461 E. Lexington, El Cajon, 1 PM.

JUNE 26 - Work party for pre-steamup Shay repairs, Miramar, 10 AM.

JULY 6 - Board of Directors' Meeting for July, S. D. Trust & Savings downtown building, 7:30 PM.

JULY 18 - General Meeting, 7:30 PM, site to be announced.

VIEW FROM THE CUPOLA



REPORT - What did you think of the May 1971 issue of REPORT? The REPORT Staff really outdid themselves. They may not realize it, but by setting such high standards for quality it may be difficult for them to sustain this level of excellence. REPORT is operating on a very modest budget of \$25.00 per month. If further improvements are expected then the budget must increase too. Only after PSRMA's income rises will more goodies be possible. More income can be obtained by increased dues! Or by more donations! Or with increased membership. Right now the most desirable avenue would be more members. So why don't we all make a commitment to bring in at least two more members this year. With 400 members we couldn't help but accomplish most of our goals within the next few years....

MIRAMAR STORAGE - Our first year at Miramar Naval Air Station ended May 30th, 1971. Just to relieve any apprehensions, Captain A. W. Chandler, Jr., Commanding Officer of NAS Miramar, has recommended PSRMA's lease be renewed for another year. Additionally, he endorsed our request for additional storage space to accommodate the two engines in storage at Perris, California; i.e. E. J. Lavino #10 and Mojave Northern #3. Movement of the two locomotives is pending receipt of a half-rate tariff from Santa Fe, and probably a couple of work parties to get the locos ready for the long trip. On a recent visit to the Orange Empire Trolley Museum, I observed the #10 has weathered very little. However, #3 looks like a basket case! Paint is peeling off and she sure looks shabby, but as soon as the two arrive at Miramar a little tender-loving-care will rectify the situation.

THE FUTURE? - Next month I hope to present a complete exposé of the successes and failures of organizations similar to ours. As a clue of things to come: There is a strong movement from several directions urging business to embrace the arts and other educational activities. In many cities business has already identified enthusiastically with such pursuits, and it seems fair to say San Diego is one
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of these. The evidence of a potent blend of business and culture here rests largely with the expanding success of an organization called the Combined Arts and Education Council of San Diego County-COMBO for short. Think about it!

H. CHAIMERS KERR, JR.

MISCELLANIA

Mrs. Katherine E. Carlin of Coronado has donated to PSRMA what has become the oldest book in the Museum library. Entitled The Economic Theory of Railway Location, the book was written by A. M. Wellington and published in 1889. Mrs. Carlin, who is active in the Coronado Historical Society, was present at PSRMA's recent "spike pulling" ceremony in Coronado and offered us the book at the time.

At the April General Meeting Charles Briar of San Diego presented PSRMA with a number of items that were personally dear to him. Mr. Briar was active on the San Diego committee that was sponsoring the planned visit of the Flying Scotsman last year. Alan Pegler, owner of the Scotsman, had given Mr. Briar a book titled Flying Scotsman and a solid brass replica of the locomotive's nameplate. Mr. Briar felt more people should enjoy these gifts, so he in turn presented them to PSRMA for safe keeping and future display in our indoor Museum.

These two generous donations are examples of what happens when people become aware of some of the things PSRMA is doing. We are, of course, extremely grateful to Mrs. Carlin and Mr. Briar for their unique, and significant, gifts.

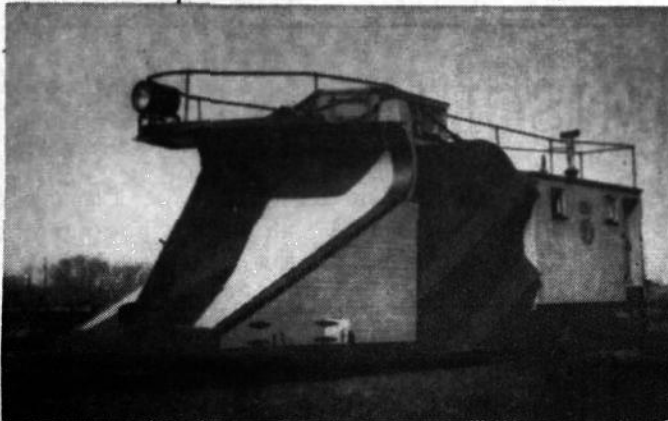
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Lots of official Museum name badges are still available for those members, both Regular and Contributing, who do not already have theirs. These good-looking blue badges are nice and large, 3" in diameter with the Association name in black around the edge and the word "member" in a rectangular window in the center. Any member who plans to ride on Museum excursions, or take part in other events, should have a badge to let everyone know how proud he is to be a member! Tariff is but \$1.00 to: PSRMA, Inc., c/o Dick Pennick, 9584 Upland Street, Spring Valley, California, 92077.

ROSTER ROUNDUP

THE SECOND IN A SERIES ON THE GROWING
COLLECTION OF PSRMA.

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A snowplow for a Southwestern Museum may seem a little strange, but PSRMA's snowplow is such a unique piece of equipment that it couldn't be passed up!

Acquisition of the Calumet & Hecla Mining Company snowplow was an outgrowth of an earlier project spearheaded by member Dick Pennick, an attempt to acquire the last remaining Mason Bogie steam locomotive in existence. Owner of the classic engine, Universal Oil Product Company-C&H Group of Palatine, Illinois, turned down our request after months of deliberation by company officials to decide on the final recipient. In the final analysis the Ford Museum at Dearborn and PSRMA were the only ones left in the running. Ford won out, so Dick took the opportunity to suggest alternate donations that might be of interest to the Museum.

In December of 1969 he was notified that an old Russel snowplow was available if we wanted it. It was graciously accepted, and indefinite storage was arranged at the company site in Calumet, Michigan, on the most northerly peninsula of the state.

The PSRMA donation is standard gauge, wooden, and was built by the Russel Car & Plow Company (the Company said in the 1880s), and was sold to the Calumet & Hecla Mining Company in 1925 for \$12,800. It weighs 40 tons.

When funds are available, it will join the growing collection of Museum displays, and who knows?...it may even be used to plow snow someday...!

DICK PENNICK

BOARD BRIEFS

A BRIEF REVIEW OF REPORTS MADE AND ACTIONS TAKEN AT THE JUNE 1, 1971, BOARD OF DIRECTORS' MEETING OF PSRMA.

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1) In his report, President Kerr announced the insurance company would pay SDG&E for damage incurred during removal of the Museum water tank recently.

President Kerr also reported he had been informed the Flying Scotsman may come to San Diego this year.

Captain Chandler of Miramar has okayed PSRMA's request for additional storage for two more locomotives.

President Kerr said he has had no response from the Del Mar Fair concerning a Museum display or booth.

2) Bob DiGiorgio reported about one-half of the work of reassembling the Shay following a recent boiler inspection has been completed. He added it would take at least one more full work party before a steamup would be possible, and did not want to set a steamup date.

3) Dave Parkinson reported work parties would be set up to get a switch frog and a Scotch boiler donated to PSRMA.

4) The Board approved a \$16.50 round trip fare for the planned July 17 excursion to Los Angeles aboard the private railroad cars of Jack Stodelle.

5) Dave Parkinson, reporting for the Land Committee, announced PSRMA is included in the consultant's final plans for the Sweetwater Regional Park.

6) The Board approved a motion to increase the REPORT budget to \$25 a month from \$20 a month.

7) By consensus the Board will be polled at a later date concerning a new brochure submitted by the Publications Committee.

8) The Board authorized a \$35.00 deposit to allow PSRMA to participate in the Flea Market again this year on November 7th at Mission Valley.

9) Kerr's proposed fund-raising brochure for the French locomotive was okayed. The Board also authorized Kerr to establish a special fund for the French project.

10) The Board moved to extend a \$125 loan from San Diego Trust & Savings for another 120 days.

WORK PARTIES

We have instituted a new procedure for work parties which was successfully tested on the May 22nd Miramar work party. Basically, we have established a telephone call network so that members who have indicated an interest in work parties will be notified the week prior to a scheduled party. With a staggering work load of projects to be accomplished we need all the help we can get.

So, if you're in our call network please make every attempt to get the word to the two members who are your responsibility. If you're interested in helping out in restoration or repair projects, and have not been contacted, give General Manager Dave Parkinson a call (488-3673) and he'll see that you become a part of the network. You'll then be informed of coming parties, although being in the phone network does not obligate you for any specific number of appearances.

But remember, this is your Museum and your equipment; when it comes to passing the buck on work parties it doesn't go very far because there aren't that many of us.

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Our most recent work party held on May 22nd saw continued Shay throttle repairs and replacement of about half of the firebrick removed for boiler inspection. The turnout was so good we were able to put some workers to work in passenger coach 576 for some necessary clean up. Also, the builder's plate from #11 was removed temporarily for safekeeping. Thanks to one and all for the fine turnout, sorry we can't name you all individually, but you know who you are!

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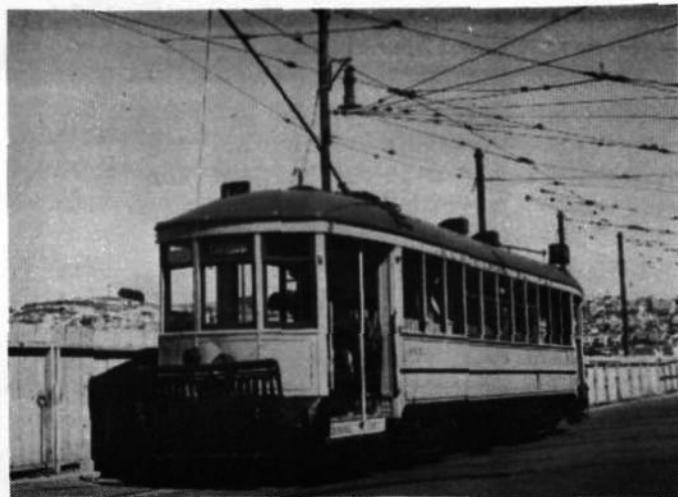
In the Coming Events segment, there are two work parties scheduled for Saturday, June 12th. We're going to need a good turnout to pull this off. Another restoration project is on tap for the line truck located at Bob DiGiorgio's house (10158 Buena Vista Avenue, Santee), at 10 AM. Contact either Bob (448-6161) or Dave Parkinson (488-3673) for further details. Also on the 12th, the stand for the Museum's wooden water tank (located at 1461 East Lexington in El Cajon) will be dismantled. This project, which begins

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at One PM, is under the guidance of Dick Pennick, so contact him for details (463-2276).

On Saturday, June 22nd, there will be a (hopefully) final pre-steamup work party at Miramar on the Shay. A good turnout is necessary to complete repairs if a tentative July steamup is to materialize. Bob DiGiorgio is the contact for more information (448-6161).

EXCURSIONS



George Geyer has announced last year's successful excursion over the entire San Francisco Municipal Railway streetcar system will be repeated on Sunday, September 5th.

However, this year a special bonus is included. George has received word that Car #1 will be used for the entire trip. Last year we had to change over to a modern PCC car for the portion of the system beyond the Twin Peaks Tunnel, but Muni officials have become more lenient and Car #1 will be used on all lines with the minor exception of the "J" line.

This excursion is still in the planning stages and George promises more details next month.

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The Board of Directors has agreed upon a \$16.50 round trip fare for the July 17th PSRMA excursion to Los Angeles. However, final okay has not as yet been received from Amtrak. Once the okay is received, you'll be getting all the information on the trip. This is a unique opportunity to see the Coast Route aboard the luxury of private railroad cars.

PSRMA ELECTION

Nominations are now open for the 1972 officers of PSRMA. The offices up for election are: President, Vice-President, Secretary, Treasurer, and Member-at-Large to the Board of Directors. This is your opportunity to put the people you want in charge of your Museum.

The deadline for nominations is the July 18th General Meeting. However, it is preferred your nominations be mailed in ahead of time. This way we can check to make sure your nominee is willing to hold a Museum office.

Nominations are limited to Regular members in good standing, and nominees must also be Regular members. The general election itself will be held at the October General Meeting.

For now, send your nominations to Mrs. Karen Hathaway, PSRMA Secretary, 4215 Dwight Street, San Diego, Calif., 92105.

If space permits we will have a complete PSRMA membership roster next month.

CLASSIFIED ADS

REPORT Classified Ads are now ready to serve you. Get your message to San Diego railfans for only \$1 for the first 20 words; your name and address is free. Add 5¢ a word over 20 words. Send your ads, plus check made out to PSRMA, to Jerry Windle, 8465 Dallas, La Mesa, Ca., 92041.

PSRMA STAFF

BOARD OF DIRECTORS

CHAIRMAN OF THE BOARD

Dick Pennick.....463-2276

PRESIDENT

H. Chalmers Kerr, Jr.....291-4787

VICE-PRESIDENT - GENERAL MANAGER

Dave Parkinson.....488-3673

TREASURER

Bill Richards.....426-9243

SECRETARY

Karen Hathaway.....283-5195

MASTER MECHANIC; MEMBER, BOARD OF DIR.

Bob DiGiorgio.....448-6161

RECORDS; MEMBER, BOARD OF DIR.

John Hathaway.....283-5195

MEMBER, BOARD OF DIR.

George Geyer.....234-0555

DEPARTMENT HEADS

REPORT EDITOR

Jerry Windle.....465-6476

EXCURSIONS

Eric Sanders.....469-1288

SPECIAL ACTIVITIES

Kent Anderson.....463-1651

STORES & ACQUISITIONS

Terry Durkin.....298-6205

TRACTION COMMITTEE CHAIRMAN

Tom Matson.....273-8951

REPORT STAFF

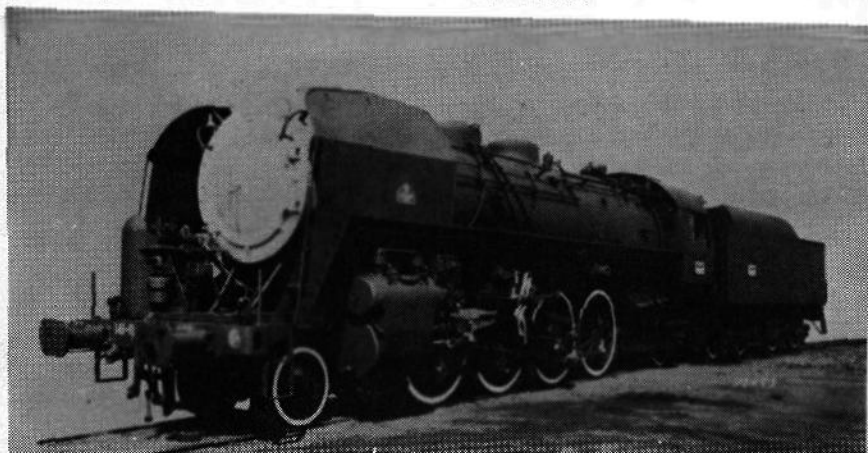
EDITOR.....Jerry Windle

LAYOUT.....John Hathaway

CIRCULATION.....George Geyer

HANDS ACROSS THE SEA--IN REVERSE! HELP PRESERVE U.S.-FRENCH LOCOMOTIVE

On April 7, 1971, word was received from the Société Nationale Des Chemins de Fer Francais (S.N.C.F.), the National Railway of France, that PSRMA was to receive donation of a U.S. built steam locomotive. Monsieur A. Segalat, Le Président du Conseil D'Administration of S.N.C.F. said ".... in making this gift of a locomotive to a United States museum, in San Diego, 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."



Sister 141R

Collection of H.L. Broadbelt

LOCOMOTIVE DESCRIPTION

Liberation Mikado - Class 141R - Built by the Baldwin Locomotive Works in 1947
SN 73048 - Road Number 141R1199 - Oil Burner - In Operating Condition
Cast Bed Frame - Box Pok Drivers 65 in. Dia. - Timkin Roller Bearings
1,629,000 km of Service - Tractive Effort 44,500 lb. - Steam Pressure 220 psi
Cylinder Diameter and Stroke 23 1/2 x 28 inches - Locomotive Length 80 feet
Engine Weight 117 tons - Tender Weight 36 tons

WE NEED YOUR HELP! - ~ - This equipment acquisition project is the most ambitious in PSRMA's history. Our previous campaigns have successfully saved many other items of historic railway equipment through the generosity of many individuals and firms. The total cost of shipping will be \$20,000.00 (\$135.00 per ton), from Le Havre, France, to-on-the-dock, in San Diego. We are asking interested individuals and firms everywhere to contribute to this project. The Pacific Southwest Railway Museum Association is a non-profit state and Federal tax-exempt educational corporation, and all donations are tax deductible. The following spectrum of contributions will underwrite the shipping costs.

20,000...\$1 donations; 2,000...\$10 donations; 200...\$100 donations; 20...\$1,000 donations.

Donors may elect to pay in full immediately or pledge over an extended period. Those donors contributing \$10.00 or more will receive a one year contributing membership to PSRMA, Inc.

NAME _____ DATE _____

STREET _____ CITY AND STATE _____ ZIP _____

AMOUNT ENCLOSED \$ _____ AMOUNT PLEDGED \$ _____ PLEDGE PERIOD _____

Please make all checks or money orders payable to PSRMA, INC. SEND MEMBERSHIP INFO. _____

SEND TO: PSRMA-HANDS ACROSS THE SEA, DEPT. F, P.O. BOX 12096, SAN DIEGO, CA. 92112, U.S.A.

invites you to

RELIVE SAN DIEGO'S FERRYBOAT DAYS

SUNDAY, SEPTEMBER 26, 1971, 1-5 P.M.

Aboard the former ferry, "M. V. Monterey"

Here's an opportunity for you to relive the golden days of the ferryboats of San Diego Bay. Aboard Star & Crescent's "M. V. Monterey," one-time North Island pedestrian-only ferry, you'll retrace the route of the San Diego & Coronado Ferry Company as well as the routes of the Point Loma Ferry Company, the South San Diego Ferry Company which with other operations were eventually merged into the Star & Crescent Boat Company. Landing sites will be visited and there'll be a stop or two.

The "M. V. Monterey" will sail to the Coronado Cays, nearest navigable point to the old South San Diego landing, to Shelter Island (Roseville was nearby), the landings on North Island and Coronado, and perhaps Ballast Point. It all began in the 1880s when the steam launch, "Della," was placed in service on the Coronado run to transport local folk to the then-new subdivisions and to the Hotel del Coronado with all its attractions. Another ferry was soon sailing northwards to Roseville, taking pleasure seekers for a ride on a steam dummy train which ran through Wabaska Canyon to Cliff House in Ocean Beach. There, visitors gathered mussels and picked strawberries. Later came the ferries to Rockwell Field (on North Island) and South San Diego (Imperial Beach).

Our vessel, the "M. V. Monterey," was built in San Diego in 1952. The largest of the boats known as squareheads and nickel snatchers, it was built primarily to transport civilian workers and sailors to and from North Island. It also has served and is serving as a substitute excursion boat. (More on the reverse side of this brochure.)

FARES ARE:

Adults	\$ 5.50
Jr. & Sr. High students	\$ 3.75
Elem. Sch. students	\$ 2.75

- Snack bar service will be provided.
- Excursion hours are 1-5 p.m.
- Board the Monterey at the Star & Crescent Boat House, Harbor & Market.
- Historic data will be presented.



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Please make all checks and money orders payable to: PSRMA Inc. Mail ticket orders to PSRMA, c/o Dave Hobson, P. O. Box 2037, El Cajon CA 92021.

Number of adult tickets	@ \$ 5.50	_____	Total amount
Number of jr. & sr. high student tickets	@ \$ 3.75	_____	enclosed:
Number of elem. school student tickets	@ \$ 2.75	_____	\$ _____

Name _____ Telephone _____

Address _____ Zip _____

Tickets are limited. Please place your reservations promptly.

San Diego Bay covers more area than you realize. It will be necessary to leave the Boat House promptly at 1 p.m. Priority this time will be given to travel in the South Bay. In 1964, when PSRMA ran its first ferry route trip, it was not possible to go south of the Naval Repair Base. Now it is. So climb aboard and ride a ferry which transported thousands to and from North Island. Enjoy a ride with members and friends of PSRMA. Invite others to go. Late September is a wonderful time of the year - a great time to ride a ferryboat.

PSRMA acts only as agents between clients and all services for this tour and, furthermore, holds itself free from all responsibility for any damage, delay or loss occasioned by or from any cause whatsoever. Refunds after September 19 will be made only if tickets are resold.

HERE'S PSRMA EXCURSION SCHEDULE!

September 5: SAN FRANCISCO MUNICIPAL RAILWAY. A trolley excursion on Car Number One, an old time San Francisco street car. A repeat of last year's trip with a few variations. Contact George Geyer for information. His address is: 2928 Fir Street, San Diego CA 92102.

September 26: RELIVE SAN DIEGO'S FERRYBOAT DAYS.

November 13: ANNUAL PUERTO PEÑASCO EXCURSION. A one-day rail trip in Mexico plus an afternoon in the Sonora fishing town of Puerto Peñasco. Train from Mexicali; bus connection from San Diego. If you're not on the PSRMA mailing list request a brochure from PSRMA, P.O. Box 12096, San Diego CA 92112, or telephone (714) 233-0379.

The public is invited to these events.

The Pacific Southwest Railway Museum Association, Inc., is a nonprofit tax exempt California corporation, organized to construct and operate a railway museum in San Diego County. Owner of four locomotives, a passenger coach and other rolling stock, possessor of considerable knowhow, the Association's primary need is for land and track on which it can run its trains. Memberships are: regular \$10 and contributing \$3. Either membership includes a subscription to "Report." Museum address is: P.O. Box 12096, San Diego CA 92112; telephone (714) 233-0379.