

REPORT

OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

Issue 19

La Mesa, California

August 2, 1965

PSRMA'S AUGUST MEETING IS SCHEDULED FOR SUNDAY, AUGUST 15, 7:30 P.M. at the Old Library Building in El Cajon. Eighteen members attended the July meeting and there was much said about the many PSRMA activities. Read on and you'll know why you should attend the next meeting. PSRMA is catching on - much is happening - interest is building. Join the gang on August 15.

ACTION AT THE JULY 18 PSRMA GENERAL MEETING INCLUDED THE FOLLOWING:

1. Heard about the acquisition of 460 feet of rail (see separate story).
2. Directed the Board of Directors to bid on a sizable amount of additional rail.
3. Authorized Wally Duthie to proceed on planning of the September 26 San Diego Harbor to Mission Bay Star & Crescent Boat Co. excursion and on a Santa Fe National Orange Show excursion in March 1966.
4. Replenished the revolving fund.
5. Authorized Jack Stodelle to arrange an early October PSRMA movie show at the North Park theater. Films will include the "Rainmaker," "Silver Streak" and short subjects.
6. Acknowledged a donation of a relay for the wig wag.
7. Inspected the new PSRMA excursion "tear off" tickets.
8. Authorized Walter Hayward and George Geyer to purchase fare boxes and other equipment from the San Diego Transit System.
9. Welcomed several new members. (See list elsewhere in this issue or in the next issue.)
10. Master Mechanic Charles Gerdes and Superintendent Walter Hayward's job order book includes 40 programmed jobs for the restoration of Santa Maria Valley Railroad Car No.9. To date, all glass and several metal panels have been removed. Repair of the wood underframe at the rear end of the rear bumper is needed. The motor is apparently in good condition and may not need an overhaul. Parts needed include a distributor cap, headlights, radiator, and drive shaft. The carburetor will be overhauled.
11. Forwarded a letter to RHSofSD reporting the successful staffing of SDERY 528 at the Del Mar Fair.
12. Requested the Board of Directors review the PSRMA dues schedule.
13. Heard a report by Terry Durkin about the search for steam locomotive.
14. Heard Dick Pennick, Charles Gerdes and Walter Hayward review progress in the current negotiations for a lease of South County land for a museum.
15. Received an answer from the El Paso City Lines in regard to the availability of a street car. Service continues and PSRMA was asked to keep in touch.
16. Lee Adams urged members to join the work parties. Thursday evening is the regular night. Call him if you're reporting for work at another time.

ACTION AT THE JULY 22 BOARD OF DIRECTORS MEETING WAS AS FOLLOWS:

1. Recommended that the dues schedule include regular dues of \$5, associate membership dues of \$3, and contributing (excursion fund) membership of \$1.
2. Reviewed plans for the September 26 Star & Crescent Boat Co. trip.
3. Authorized a bid for 50 tons of rail.
4. Reviewed progress on the Car No.9 restoration program.

RAIL HAS BEEN ACQUIRED BY PSRMA. Over 460 running feet of rail has been purchased, removed and stored by PSRMA. Rail came from the one-time SD&AE-served lemon packing plant spur in Chula Vista. (SD&AE's line to downtown Chula Vista is no more.) Also acquired according to Dick Pennick who coordinated the project were tie plates and two bumper posts.

THE HARBOR EXCURSION MOTOR VESSEL "SILVERGATE" ON SEPTEMBER 26 will not turn back as it draws even with the ocean end of the San Diego Harbor breakwater. No indeed! It'll head

right out into the ocean, turn north, and "motor" around Point Loma, Sunset Cliffs and Ocean Beach for a grand entrance into Mission Bay. PSRMA has chartered the Star & Crescent Boat Company's M.V. Silvergate for the five hour run. Vessel will leave the Foot of Market Street landing at 10 a.m. and arrive at Mission Bay about 11:45 a.m. At press time, the itinerary was not set but it is expected the Silvergate will berth at the Islandia pier with excursionists debarking for a 20-minute rest period or a 60-minute lunch break. Time permitting, the Silvergate will also follow the coast line north a few miles before returning to San Diego Harbor. Because of its seven foot draft the excursion boat's tour of Mission Bay will be limited to the commercial basin. It will, however, detour into the Shelter Island area in San Diego harbor earlier in the trip. As far as is known the September 26 excursion will be the first public excursion between San Diego Harbor and Mission Bay. Fare will be about \$5. Call Wally Duthie for details.

IN THE GLARE OF THE HEADLIGHT by GEORGE OLIVER

Any readers still with this "column" must be tired of hearing about animals along the railroad, but I hope to close out that subject with two short items, the dog that played "chicken" (you know, the game of playing chicken is to stand on the track until the last minute in front of a train and then jump off, maybe), and the "CHICKEN" that played chicken.

In the sag just beyond Pacific Beach a Doberman dog often walks his owner, cavorting all over the place, running along the track trying to nip the journals of the trains. One morning as I was officiating on #73 said dog decided to try something, and took a stance in the middle of the track and dared me hit him; I took the dare, but Dobie chickened out and jumped off at the very last moment. The same dog took great delight in chasing the Track Supervisor on his motor car, nipping at him as he ran along. He - the dog - met his come-uppance the other day when he was too bold and was struck by the putt-putt; as there is no maneuverability to the machine, it is obvious the trespassing pooch was at fault. Non-R.I.P. and Q.E.D.

Just beyond San Juan Capistrano station a family living in an old house has lots of chickens which roam about in the orange orchards. They are pretty wise to the ways of trains, but a few trips ago, again on #73, a large rooster decided to take his harem into the trees on the other side of the track; as I approached with the one Alco unit making plenty of racket on the climb out of SJC, the hens wisely flew back to where they came, but Señor Gallo, perhaps thinking he was playing the gallery, stood between the rails with hackles extended and head lowered, like the dog, daring me. On the ground I might have backed off, but riding the Alco I again took the dare and my opponent chose to run to fight another day; the chicken "chickened out."

Readers of the "Waterfront News" in the San Diego Union have read of the big shipments of potash going through this port: even to me, an active railroader on the Fourth District, that was news, as, being on #78 and #73, I see nothing of the heavy freights which run in the middle of the night. Except for one extra train, the regular "Flip," a freight running nightly from San Bernardino has handled all this potash, reducing to tonnage for the Sorrento-Miramar hill at Oceanside, the night local bringing same to San Diego.

Another item in the "Waterfront News" was to the effect that a contract had been signed with the Santa Fe to build a thirty-mile line from Bouse, on the Cadiz-Phoenix line, to Swansea (perhaps on the right-of-way of a long abandoned railroad) and haul much low grade copper ore to San Diego for shipment to Japan. Phil Middlebrook, another man, and myself, made a side trip from Bouse to Swansea several years ago, mostly along the abandoned railroad, taking pictures of the ghost town of Swansea. Maybe we should have bought the place up, but, how did we know!!!

REPORT, the official publication of the Pacific Southwest Railway Museum Association, c/o the Santa Fe station, 1050 Kettner, San Diego, Calif., is mailed free to members and at a 10¢ per issue rate to non-members. It is published six times a year. Mail to: Eric Sanders, 7861 Normal Avenue, La Mesa. President: Stanton Kerr, 10830 Fuerte Drive, La Mesa, Calif. For excursion information write to Wally Duthie at the Santa Fe station PSRMA office.

SCOP 1137 AND 1344, BOTH EX-N DE M 2-8-0'S, are now stored on Sonora-Baja California trackage at Benjamin Hill, for work train service on the S-BC for line improvements. SCOP (Secretaria de Comunicaciones y Obras Publicas) is the Mexican Government's railroad-building agency, and in the last few years has finished building both the S-BC and the Sureste. (California Southern Express, May 1965)

AN ENABLING ACT PROVIDING FOR THE FORMATION of a San Diego Transit District was signed July 19 by Governor Pat Brown. The bill provides for the purchase of the privately-owned San Diego Transit System by a public agency and for the planning of a rapid transit program for the area. On the grounds that the bill had many weaknesses and in some instances because of a desire to allow each incorporated city a separate vote, opposition came from the city councils of San Diego, El Cajon, La Mesa, Imperial Beach, Coronado and the County of San Diego Board of Supervisors. Chula Vista and National City Councils, the AFL-CIO Bus Drivers Union, and the San Diego Downtown Association as well as the San Diego Transit System favored passage. An election is probable. At least two of the three regions (San Diego city, southern, eastern) must vote for the project if a district is to be created.

PSRMA CALENDAR. August 15 - PSRMA meeting; August 28-September 10 - PSRMA excursion contract trip by rail, bus and the S.S. Lurline to Northern California and Redwood Empire rail and tourist attractions; September 19 - PSRMA meeting; September 26 - PSRMA San Diego Harbor to Mission Bay Star & Crescent boat excursion; Early October - PSRMA's movie show at the North Park theater; October 24 - RHSofSD Santa Fe excursion to O.E.T. and Perris; November 6 - ~~RHSofSD excursion to be announced~~; March 1965 - PSRMA excursion via Santa Fe to the National Orange Show at San Bernardino. Every Thursday - PSRMA work night at Lee Adams home in La Mesa.

FOR THE RECORD - THE HISTORY BOOKS. On August 1 the San Diego Transit System will make 96 fewer trips a day, weekdays. Total trips eliminated will be 598. Routes affected are 1,2,3, 4,5,6,11,E, H, R, and V. SDTS currently operates 1250 trips per day on 23 routes. Cuts on some lines start at 6:57 p.m. Other line cuts are in the early morning hours. Route O, the hardest hit, goes from 113 daily in April 1964 to 63 on August 1; Route R 112 to 83.

WELCOME TO NEW MEMBERS Bill McGray, Kent Anderson, Larry Occhiello, George Allen, Ted Grove, and _____ Hall. There are also some new associate members whose names were not available at press time. A new roster will be issued to all members in September. If any member has a correction on an address or name or telephone number please contact the PSRMA office or officer. PSRMA Office telephone number is 233-0379; Secretary George Geyer's telephone number is 234-0555; Report's telephone is 469-1288.

ABOUT REPORT. Effective with the next issue - we've said this before - local news will be supplied in a more organized manner by Kent Anderson, Charles Kent and Terry Durkin. This issue, dated August 2, is being produced July 24. The Report editor leaves August 2 for a trip to Colorado - and, well, Report deadline is an early one. Secretary George Geyer, who mails Report, is also leaving town for a vacation trip.

AS SPACE PERMITS - NEWS ITEMS. A special San Diego Tourist and Convention Bureau Santa Fe train ran in early July to Del Mar for a special meeting.....Attendance at 528, sponsored by PSRMA at the Del Mar Fair, was poor at times - but surprisingly good usually. Walter Hayward reported that he was well pleased with PSRMA's activity at the Fair. Over at 104 and 050 RHSofSD hosts reported heavy traffic through the exhibit. Donations, sale of post cards, and Dispatcher sales were higher than usual. There's no doubt about it - the public appreciates the Del Mar RHSofSD exhibits.....White Mountain Scenic Railroad (Apache Ry. at McNary, Arizona), has Santa Maria Valley RR No. 100 and is taking delivery of Sierra Railroad 36 and 38 - and probably 34.....The Puget Sound Railway Historical Society has 14 steam locomotives. Rayonier #8, 2-6-6-2T, is the latest.....Pickering Shay No.11 has been purchased by Tom Irion of Sacramento. No.7 will go to Sonoma City; #14 to Camino, Cable & Northern. Others are available??....O.E.T. now has Sacramento Northern freight motor 653.....Early West Railways Inc. at Puddingstone State Park near Pomona has engines 1 (2-8-0), 6 (4-6-0), and 12 (2-8-0) from Coahuila y Zacatecas. (Museum items from Western RRer & Observation Car)