

REPORT



Issue 105

Sept. 1974

San Diego, California

VICTORIA!

At about 1:30 pm Tuesday, August 20th, PSRMA President H. Chalmers Kerr, Jr. received the keys to the historic private railway car, "Victoria," and thereby formally accepted the plush car on behalf of the Museum.

Numerous members of the local news media, friends, Museum members, and others, watched and photographed the special ceremony M.C.'d by Jack Stodelle which climaxed a successful effort by the Museum, spearheaded by director Stodelle and former member Terry Durkin, who supplied the appraisal, to secure the donation of the car. The former owners, beer distributors S. Steve Sourapas and John Cuchna, presented the car to the Museum, "in order to preserve it for the enjoyment of future generations, many of who may never have experienced rail travel."

Individual copy: 25¢ Donation
Membership and Address Changes:

H. J. Ruiz

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Victoria, one of the nation's last "mansions on wheels", was built by Pullman in 1927 as the "Robert E. Peary", one of their Explorer series. It never saw revenue service, rather spending its earlier years in private party use prior to the inroads of the private plane and the airlines. After many years of touring Canada, the 48 states, and Mexico, carrying dignitaries, opera stars, and Presidents (F.D.R. used the car in 1935 campaigning for his second term), it was sold to the Burlington railroad in 1944. The Burlington renamed it "Blackhawk" and promptly assigned it to then-chairman of the board Ralph Budd. It was completely overhauled and the latest refinements added, including a larger lounge and refrigerated air-conditioning. In 1962, roller bearings were added, but by that time, even railroad executives began to use the airlines, and the Blackhawk nee Peary brooded in the Chicago yards.

In 1966, it was purchased by Messrs. Sourapas and Cuchana and brought to San Diego. It was decided to restore the car to its former and original elegance and was entirely redecorated inside and out.

The name was changed to Victoria to be more in keeping with the rich velours and opulent decor. The complete galley has electric freezer and refrigeration; the crew even has their own showerbath facilities. The dining room will seat 10 guests and the solarium lounge can seat 12. The Victoria has four bedrooms with upper berths and full beds and can accommodate 8 passengers with crew of two for long distance travel. Two separate propane gas systems provide electric power and air-conditioning. Each bedroom has its own toilet and lavatory and there is a showerbath and tub separating the two rear staterooms. The favorite place to ride is the open platform observation lounge. On the rear wall, a speed indicator and other gauges tell inside/outside temperatures, brake pressure, and other data necessary for the nabob rail baron to aildroad properly in the grand manner.

Channels 8, 10, and 39 aired the ceremony on their late afternoon telecasts, and several of the local newspapers ran a story, among them the Daily Transcript, the final edition of the Union, and the El Cajon Californian (any others?). AP and UPI picked up the story and we have learned of a San Mateo paper that ran it. President Kerr and Superintendent Pennick were interviewed by various radio stations and

VICTORIA!

--continued.

AROUND THE TURNTABLE, by Dick Pennick

syndications. KNX (Los Angeles CBS affiliate) carried an interview every hour Saturday, August 24th.

James Marinos, of the law firm of Marinos & Styn, and counsel for the former owners, was an interested observer. Others who were closely involved with the transfer of the car to the Museum were attorney Bob Purvin of the Marinos firm, and our Treasurer Dave Hobson, both of whom waded successfully through the legal and fiscal red tape involved with the donation. The Museum was represented at the ceremony by President Kerr, Chairman Pennick, Director Stodelle, Eric Sanders, and Ron Milet.

For the time being, the car will remain at its present site across from the Santa Fe station at the foot of Broadway, and will be shown by appointment to any interested group of 10 or more people. For information and reservations, contact the Museum at 280-1781. If you are an individual and wish to see the car, your name will be placed on a list with a group of other individuals, and you will be notified when a tour is planned. (Kerr, Stodelle, and Pennick)

CHAMPAGNE OPEN HOUSE PLANNED FOR VICTORIA

On Sunday, September 15th, museum members, families and friends are cordially invited to a special, informal, preview champagne open-house at our newest and finest museum acquisition to date. The car will be open from 3 pm to 5 pm for your inspection and pleasure. Light snacks will also be served and punch will be provided for the children. Please join us on this most auspicious occasion and revel in the opulence of a vanished era of rail travel.

FIRST PUBLIC TOUR OF VICTORIA PLANNED

A group of 50 or more wives of visiting doctors attending the upcoming seminar on acupuncture will tour our private car "Victoria" on Friday, September 20th. Ron Zeiss and Dick Pennick will host. The Museum intends to make every reasonable effort to allow the public to view this car and definite procedures will be adopted soon. Watch for developments in REPORT.

SD & AE: The new roadmaster, effective May 16th, is 29-year old Ken Wammel, a college graduate and formerly foreman of a bridge and building gang on the Texas and Louisiana Lines of the S.P. in Texas. He replaced Jesse Greene, now a Federal railroad inspector with Amtrak, headquartered in El Paso. 4500 track miles are in his territory. I suspect the SD & AE is only a flag stop for Mr. Wammel on a route to bigger and better things. A belated welcome to San Diego, Ken! ---- More info in the derailment in Mexico, reported in last issue: the accident occurred near Kilometer 8, about halfway between Agua Caliente and Rodriguez Dam, near the former siding of Arguello. Five cars derailed, including a boxcarful of beer. The engine ended up leaning over precariously but did not roll completely over. Mexican cranes from Mexicali were used in the cleanup, as is customary now on the track south of the border (SD & AE leases the Mexican track from the Mexican government). The engine was deadheaded to L.A. for repairs. ---- Railroad plans to begin replacing the rail on Commercial St. between the yards and 32nd St., hopefully within a month. 112 lb. rail will be used, the same as presently being laid between La Mesa and Lemon Grove on the La Mesa branch. Railroad will do the work themselves. ---- Even the speeders on the Mexican portion of the mainline sport the orange-and-white Sonora-Baja California R.R. colors. ---- Due to condition of track in some places on the La Mesa branch, a 10 mph speed limit is in effect for the entire branch. This limit should increase as rail renewal and roadbed repairs progress. ---- A new spur serves San Diego Pipe & Supply in El Cajon. ---- Lloyd Scheuerman, brakeman and No. 2 conductor on the La Mesa branch, is approaching 30 years with the SD & AE. Before coming to the local line, he was drawing his pay from Santa Fe and MoPac. ---- Engineer G. B. Dyreng, also an ex-Santa Fe man, is a diesel hogger who longs to operate steam. Steam was gone from the local lines by the time he qualified for engine service. He plans to become a member of the Museum in the hope of fulfilling his dream. Dyreng worked with local rail historian Phil Middlebrook on the Santa Fe prior to the latter's retirement from many years as an

AROUND THE TURNTABLE -- continued

engineman. Normal crew for the branch train is Engineer Dyreng, Conductor Rogers, brakemen Scheuerman and a gentleman who has asked to remain anonymous. Scheuerman, incidentally, is checked out as a steam fireman! ---- "Blackie" Blackburn, formerly a familiar sight as boss of the branch train until his retirement last year, bought a bicycle with his gift money and has decided to join the ranks of those, including this writer, who have discovered the joys of two-wheeled, smogless travel. ---- Operating time-table now in effect is No. 91, effective May 14, 1972. It replaces No. 90, the last one to show the Coronado branch prior to abandonment. ---- A minor derailment occurred in Mexico the week of August 4th. ---- SANTA FE: New 4th District super is Mr. R. L. Banion, a former dispatcher from back East who worked his way up through the ranks like so many of the older generation railroad management personnel. He replaces H. J. Briscoe, who is now exercising his talents as General Manager in Topeka. In recent years, Museum staff had the privilege of corresponding and meeting with Mr. Briscoe on several occasions regarding various Museum matters. We can only hope that his replacement will be equally cooperative and receptive to our occasional inquiries. ---- AMTRAK: Two old F-7 or F-9 "B" units were purchased 6-8 months ago from the Burlington Northern for use as extra power on the San Diegans when train is more than 5 or 6 cars long. They are based in L.A. and word is they will be used indefinitely. They offer interesting contrast to new SDP40F's now pulling trains from foot of Broadway. ---- Amtrak was recorded nationwide in March, the fifth increase in as many months, and 45% better than March, 1973. Biggest gains on long-haul routes were Chicago-New Orleans, New York-Florida, and Chicago-Oakland. ---- A Van Nuys newspaper recently quoted S.P. locomotive engineer Fred Peltzer as saying the Amtrak operation was "the most expensive bureaucratic boondoggle ever saddled on the backs of the American taxpayers". ---- RIP-TRACK: 1½" scale live steam locomotives operate in Rohr Park, Chula Vista on Sundays. ---- Rohr was successful in its recent bid for a license to construct the French-developed, 125-mile-per-hour, gas-turbine-powered passenger trains. The agreement gives Rohr, of BART fame, exclusive rights to build and market the

trains in the U.S., Canada, and Mexico. The units are designed to operate on existing track with high comfort and low noise. Interestingly, the French National Railways, donor of our Baldwin-built "Liberation Mikado", have been operating the turbine units since 1970. Two of the 5-car trains were scheduled to enter trial service in the Midwest this summer. Amtrak will oversee the test runs. ---- Member Jack Stodelle's old Pullman "Centburne" down at the depot, is being totally refurbished under the capable guidance of his wife Elaine. Friends Bob and Mary Berray are providing much of the labor. New red shag carpeting, new upholstery, drapes, and paint, and a silver roof are planned. Plan is to eventually paint the exterior orange and white to match his "Mexicali Rose", now stored at Mexicali and planned to be used on this year's Puerto Penasco train excursion. The Centburne is in its original state as built by Pullman in the 1920's, except for the Waukesha air conditioning system, added later, and the current restoration will preserve the original car, with the aid of old drawings and photos. Car originally was leased to the Chicago & Eastern Illinois R.R., later went to the New York Central for use on the 20th Century Limited. Pullman then sold it to the Soo Line (ever wonder where this railroad got its name? Try saying "Minneapolis, St. Paul & Sault Ste. Marie Railroad Co.", its former name, a few hundred times and you will be ready to call it "Soo", too!) as their No. 1257. It was removed from Soo Line service in March, 1967 after having been used on "The Winnepeger". When delivered to San Diego, Winnepeg hockey tickets still littered the floor. Jack says the car will be "fantastic" when finished. ---- Another Stodelle car (Jack's a "car freak", by his own admission), the old observation-lounge "Cyrus K. Holliday", has had its Waukesha system overhauled and sports some new shades on the windows.

DIRECTORS ORDER NOMINATIONS REOPENED

To avoid a possible injustice to our Contributing Members, the Board of Directors at their August meeting reopened the nominations for the 1975 officers. The problem lies in some ambiguous wording in our By-Laws; only regular members may vote or hold office, but nothing specific is said about who may make nominations. Someone, assuming that only regular members could nominate, mailed the nomination forms only to the regular membership, thereby preventing the contributing membership from making nominations.

To clarify our election policy, the following summarizes the By-Laws, and our general policy where the By-Laws are not specific:

1. Any member may nominate any member, including himself.
2. Only Regular members may vote or hold office, but any Contributing member who will be 18 years old by January 1 may run for office provided he is willing to change his membership to Regular if elected and before taking office.
3. Anyone making a nominations should first contact the person and make sure he is willing to be nominated, and if elected, is willing to assume the responsibilities that go with the office. The present officeholder, or the president, could be contacted about the responsibilities involved in any office.

The new nominations will be conducted as follows:

1. A special General Meeting, for the purpose of closing the nominations only, has been set for Tuesday, Oct. 1 at 7:30 pm in the San Diego Trust & Savings Bank Bldg., 530 Broadway, San Diego. This will immediately precede the regular Board of Directors Meeting, to which all members are always invited.
2. New Nomination Forms are being mailed out with this issue of REPORT. You may make your nominations by mail by sending it in time to be received before the above meeting, Oct. 1, or you may nominate in person at the meeting. If mailed, the forms should be sent to Robert R. DiGiorgio, PSRMA Secretary, 4486 36th St., San Diego,

NOMINATIONS REOPENED -- continued

California 92116.

3. The final list of candidates will be published in the October REPORT, along with all necessary election instructions. The election will be at the Fall General Meeting, tentatively set for Oct. 25th.

4. Absentee ballots will be available by writing the Secretary at the address previously given. Ballots must be requested in time for you to receive them and get them back to us before the General Meeting.
(Bob DiGiorgio)

TENTATIVE NOMINATIONS RESULTS

Nominations for the 1975 Executive Officers were received by mail and at the July 26 General Meeting. Although the nominations have been reopened by order of the Directors the following names were received and, except as noted, will b remain in nomination:

PRESIDENT: H. C. Kerr, Jr. (incumbent) and Herbert G. Kehr. (Kerr is disqualified by the By-Laws, which limit the Executive Officers to two consecutive terms, unless there is no other member willing to run.)

VICE-PRESIDENT: H. G. Kehr (inc.) and George Geyer (Kehr will be disqualified if elected president.)

SECRETARY: Robert R. DiGiorgio (inc.) and Frieda Butler (DiGiorgio has declined.)

TREASURER: David C. Hobson

DIRECTOR-AT-LARGE (2-year term): George Geyer (inc.); Walter Barber, Jr.; Raoul Morales; Robert R. DiGiorgio. (Geyer will be disqualified if elected vice-president.)

REVIEW COMMITTEE (Elect 2, one for a 3-year full term and one to fill an unexpired term.): Raoul Morales (inc.); Ron Milot. (Review Committee members may also be Executive Officers, so there is no conflict in Morales also running for Director-at-Large.)

FROM THE CAB by Dick Pennick,
Superintendent

In the last issue, the first installment of Member Allen Copeland's interesting run-down on odd and unusual wheel arrangements around the world was presented. Here with the second but hopefully not the last contribution by Al:

- 2-6-(2)-0 This was a mogul type used in Turkey which proved to be too heavy on the track on some branch lines, so an idler axle was added between the last two pair of drivers. There were a number of them so converted, but all have now been restored (it is believed) to the 2-6-0 configuration. There was a little article on them some years ago in TRAINS.
- 2-6-0+0-6-4 This Kitson-Meyer tank engine actually was a tender engine with the rear unit mounted under the rear of the cab and the tender.
- 2-2-0+0-2-2 Four of these were built, double ended tank engines for the South Carolina Ry. in 1932.
- 2-6-4-0 Several of these were built for Tasmania in Germany in 1902, also Portugal and Germany.
- 0-6-4-0 The Austrian State had some of these. They were articulated, but did not have separate cylinders.
- 2-6-8-0 Great Northern, Alabama Great Southern and Southern had these.
- 2-4-6-0 Portugal has some of these, all tankers.

There were a number of "twin locomotives", that is they were coupled together, cab to cab, and ran as a single locomotive. Some in India even had a tender between them. The McCloud double engine is a good example of this.

0-4+2-2-2 Both of these were built for the Great Western of England.
2-2-2+2-2-2 The dot indicates the driver(s).
These were tender engines and needless to say they were not successful. The rear unit carried the boiler.

Just about anything you can think of seems to have been built at one time or another!

MILOT JOINS STAFF

Ronald Milot, Museum member and student at SDSU, has been appointed to the post of Assistant Superintendent by Supt. Dick Pennick. Dick has urgently needed an administrative assistant for some time and Ron has demonstrated through his service to the Museum that he has both the skill and the desire to help out. Ron will be making some phone calls from time to time to various PSRMA members for help on the many Museum projects that await our attention.

WESTY'S LENDS A HAND

Through the courtesy of Mr. Harold Morgan, manager of Westy's El Cajon store, and the efforts of your Superintendent, 150' of new garden hose were donated to the Museum for initial use to water the plants at the Miramar storage site, and later for other Museum use whenever required. PSRMA extends a warm "Thank you" to Mr. Morgan and Westy's for their generosity.

SD & AE DATA SHEETS AVAILABLE

The Museum recently obtained a couple of information sheets on SD & AE and S.P. diesel engine weights and tonnage ratings. Should you desire a Xerox copy of either the tonnage ratings of SD & AE engines or the S.P. engine numbers and weights, or both, send a self-addressed, stamped envelope to your Superintendent at 9584 Upland Street, Spring Valley, CA 92077, specifying which you would like. Please, members only, and limit one per person.

FROM THE CAB -- continuedWHAT DO YOU HAVE?

In an effort to keep track of all the little miscellaneous items the Museum owns, but which in some cases are being held for safe-keeping by various members, I ask that each of you drop me a note listing what you have so that it can be included in the inventory. Over the years, members come and go, and unless a concerted effort is made to keep track of these items, they may be inadvertently lost. Some members have written records, correspondence, photographs, hardware items, etc., etc. For example, I am holding an old telegraph key and a ticket punch donated by members or retired railroaders. Let me know. A post card will do fine. If you have items that should be passed on to one of the Museum staff, arrangements will be made to pick them up if need be. Staff thanks you.

MEMBERSHIP NEWS, by Herb Ruiz, Director of Personnel and Records (463-3269)

If you have address or telephone changes, please let me know as soon as possible. We would like to keep the mailing list current so that we can prevent duplicate mailings. We'd like to take this opportunity to welcome the new members joining our ranks.

New Regular Member

John R. Campbell (2,3,6,8,11)
4965 71st St., SD CA 92115 461-8364

New Contributing Members

William P. Schneider (A11, 6,6A, 14,15,
1855 Diamond St (50313) and 17)
SD CA 92109 274-0223

Jerry Windle 465-
8465 Dallas St, La Mesa CA 92041 6476

Deceased Members

Mrs. Hattie Bell Kerr
Mr. Edward M. Little

DEL MAR TICKETS -- continued

drawing was held at the July 26th General Meeting. The winner is Mrs. Wallace G. Helms, 3786 Bakewell St., San Diego, CA 92117. Congratulations! (DiGiorgio)

TURNING THEM AWAY AT MIRAMAR

"We could send you many more tour groups, but..." That's the word from the Miramar Public Affairs office, who arranges the tours through our equipment there. "...but we're afraid you'll be overburdened." And they're right. So far, only 4 or 5 members have made themselves available regularly to staff the school groups. 2 or 3 others have made themselves available during pinches, but can't do it regularly. There are presently 8 tours in August, being staffed by Ron Zeiss, Ron Milot, Raoul Morales, Cass Witowski, Al Vartanian, Herb Kehr and Linda DiGiorgio, who coordinates the tour staffing. 2 or 3 staffers are needed for each tour, so it's a strain on the few regulars. The two most active staffers in August will be returning to school, and no longer available. Several "emergency" staffers were on vacation when Linda called, so her staff will be sharply reduced when school reopens and the greatest opportunities will be coming up.

What about you? Can you be available, regularly or occasionally, during school hours? No experience necessary, beginners are provided with special instructions and information literature, and are always teamed up with more experienced staffers. We need you -- won't you call Linda at 280-1781? (DiGiorgio)

BEEEN TO THE LIBRARY RECENTLY?

by Ron Zeiss

The Main branch of the San Diego Public Library located downtown at 820 "E" St. has hundreds of fine books and many records on railroading.

Most of these books are located on the 3rd floor in the Social Science Room. Look under 385.1 and 388. These books range from the early Beebe books right up to the latest books that you see advertised in railroad magazines.

DEL MAR TICKETS WINNER CHOSEN

PSRMA'S Del Mar Fair booth featured a sign-up sheet for a drawing for two tickets on November's Puerto Penasco Excursion. The

BEEN TO THE LIBRARY?-- continued

Many fine railroad records are located on the second floor in the Art and Music Room. These are mainly mono and stereo recordings of steam locomotives at work. Look in the Browning Bins under "Y Sound Effects."

The Science & Industry Section on the first floor also has a selection of railroad books pertaining to technical aspects of railroading such as locomotives. Look under 625.26 for these.

Whether your interest is steam, diesel, electric, or railroading in general, the library will have books for you to fill out your leisure time. (Zeiss)

AN OPEN ASSOCIATION -- An Editorial by Bob DiGiorgio

Nominations time again points out one of the more unusual sides of PSRMA - the fact that we're a completely open organization. The who operation is open to the inspection and participation of any member. And membership is open to anyone, without exceptions.

It's not like that in many organizations. We could easily name, but won't, those where the business decisions are made behind closed doors. Our main business decisions are made at the Directors' monthly meetings, which are always open to the membership - more than that, to which the membership is encouraged to attend. The time and place are frequently published, including in this issue. Most other meetings are equally open.

Participation is equally open. Holding office is not restricted to a closed clique, or to those of special qualifications. The only restrictions are that you are over 18 years old and willing to go to it. Even the younger set is not excluded from participation. There are plenty of non-office jobs for anyone who wants to pitch in.

Membership in PSRMA is more than just a year's admission to something and a house newspaper - it's an opportunity. To really help build something good and something important for San Diego. To get involved in railroading in a way that you're not

OPEN ASSOCIATION - Editorial -- continued

likely to find elsewhere. To meet people and make friends with a like interest in railroading.

This issue of REPORT outlines many of the biggest opportunities to participate in PSRMA. There are many others, ask any officer. PSRMA is an opportunity. What are you going to do with it?

GROSSMONT CENTER BOOTH -- Sept. 28th

The Museum's monthly opportunity to have a booth in Grossmont Center is coming up September 28th. The Museum needs a person to be there on that day, to describe some of the activities and opportunities which the Museum offers. There are PSRMA flyers and membership application forms to hand to interested shoppers and friends. We hope that one can work the booth for PSRMA on that day. Please call Herb Kehr at 273-1074 or George Geyer at 234-0555 to offer your services. It will be enthusiastically appreciated!

WELL???

What Museum member fell asleep while sunbathing on Black's Beach, and for a while walked funny? (Bob DiGiorgio)



The October REPORT will be late as we are going to publish the nominations for office that are accepted at the 1 October meeting.

DOWN 
THE TRACK

- Sept. 15 -- Champagne open-house at private car "Victoria," 3 pm - 5 pm.
 Sept. 20 -- Doctor's wives tour at "Victoria." Pennick & Zeiss, hosts
 Sept. 28 -- PSRMA booth, Grossmont Center, 10 am - 4 pm. We need a volunteer to man the booth.
 Oct. 1 -- Special General Meeting for closing nominations, 7:30 pm, San Diego Trust & Savings Bank Bldg., 530 Broadway, San Diego; immediately preceding the regular Board of Directors Meeting -- all members invited.
 Oct. 25 (tentative) -- Fall General Meeting.

September REPORT: VICTORIA and PSRMA -- a breathless report

Nominations reopened for all

Volunteers needed -- Grossmont and Miramar tours

New staffer welcomed!

Note the calendar items above

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NOMINATIONS

1975 OFFICERS

Nominations are due on or before the General Meeting on 1 October 1974.
All officers must be regular members before assuming office.

President (1 year term): _____
(Incumbent: H. C. Kerr, Jr.)

Vice-President and General Manager (1 year term): _____
(Incumbent: H. G. Kehr)

Secretary (1 year term): _____
(Incumbent: R. R. DiGiorgio)

Treasurer (1 year term): _____
(Incumbent: D. C. Hobson)

Board Members:

(3 year retroactive to January 1974) _____

(3 year starting January 1975) _____

After checking to be sure your nominee(s)
are willing to serve in the office, please
mail this nomination to:

Robert R. DiGiorgio
Secretary, PSRMA
4486 36th Street
San Diego, California 92116

My Membership is:

Please →
Check

Regular
Contributing
Other