



# REPORT

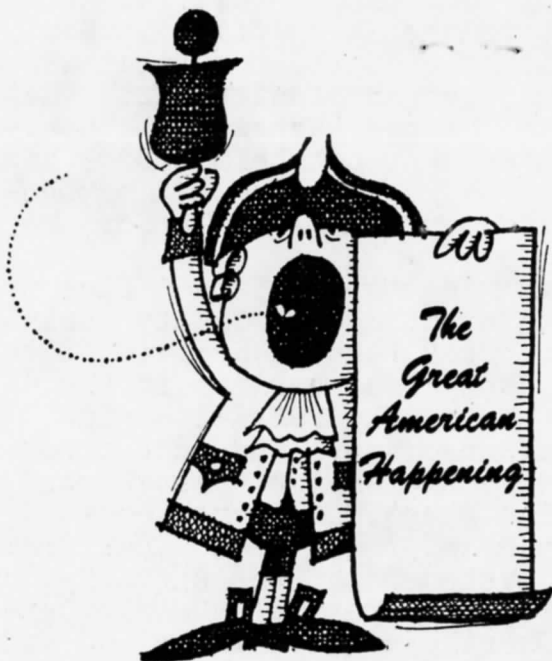
Official publication of the PACIFIC  
SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

JUNE 1976

NUMBER 125



## "GOLDEN AGE OF RAILROADING" exhibit opens June 26th



Something new has been added to the waterfront tourist complex at the foot of Broadway in San Diego. On Saturday, May 8th, a Santa Fe switcher shoved our posh railcar "Victoria" into its display berth across from the 'B' Street Pier, where it will be on public display throughout the year.

Although there was some earlier concern by Santa Fe officials that the car would be too long to negotiate the tight 23° curve leading into the site, no problems were encountered although the car's flanges screamed in protest as they felt their way along the long-unused spur. A Museum crew consisting of Larry Rose, Ron Palhegyi, and Dick Pennick had earlier cleaned up and aligned the one remaining switch so that the car could roll through onto the display track and not onto the spur to the pier.

Observing the move were Ron Milot, Vern Cook, Ken Helm, and John Patterson, at 11 our youngest member as far as this editor is aware. Dick Pennick, Eric Sanders, Chop Kerr, and

others dropped by later to enjoy the relaxed comfort of the car's observation lounge. The car had barely rolled to a stop before the first curious passersby stepped aboard for a look. This continued throughout the afternoon and was a good indication of what we can expect from now on, especially during the height of the tourist season. The Coos Bay steam locomotive was due to be moved to the site the evening of May 28th, but was preempted by the 5-car Rohr Turbotrain, which was brought up from the SD & AE transfer track about midnite by the Santa Fe switcher crew for an early a.m. departure under its own power enroute to Pueblo, Colo. for testing. The movement of the steamer was rescheduled for Friday afternoon, June 4th.

On the morning of the 4th, Navy crews switched the old saddle-tanker out of its storage berth at Miramar Naval Air Station and pushed it out through the west gate for pickup by the Santa Fe. Since No. 11 was at the wrong end of our string of rail equipment stored on the Air Base, the Shay and all the cars ahead of it had to be pulled out onto a nearby siding until the engine could be retrieved. Then our Army Kitchen car was poked first back into the storage track, with the rest to follow. Our Shay is now first out at the head of the string as it should be, reminiscent of its active days on California's defunct Feather River Ry.

Santa Fe crews had earlier lubricated No. 11 and the rest of the equipment in preparation for the move. Although the Navy's 44-ton centercab diesel developed mechanical problems during the transfer (diesels never were as reliable as steam!), the small 2-8-2 was finally spotted for pickup on an unused spur just outside the gate. The ex-Coos Bay Timber Co. saddle-tanker was absolutely stunning in its gleaming black enamel, silver front, and bright-

red turbogenerator. The new lettering was beautiful, duplicating exactly the original lettering applied at AICO's New York plant in 1929. The strikingly-restored front number plate and the silvered driver tires completed the picture, an outstanding tribute to Larry Rose's restoration crew and the months of weekend toil contributed to the cause. Larry is especially proud of the newly-painted pale green cab interior. He says the crew luckily found a small section of the original paint in an area that had been protected from fading. Armed with a chip of this paint, a local dealer matched it exactly and the results warrent Larry's pride.

The original schedule called for movement to San Diego about 5:30 or 6 p.m. As a result, a small gathering of PSRMA members and curious passersby assembled at the engine along Miramar Road, awaiting arrival of the Santa Fe crew. Some had skipped dinner to assure they wouldn't miss any thing, so the nearby delicatessen and hamburger stand did a brisk business for awhile. As time wore on and no Santa Fe crew, a call was made to the Yard Office in San Diego. We were informed the engine would not be picked up until the Local was finished with its work in the North County, probably around midnite. With that, Ron & Pauline Palhegyi, Perry & Gretchen Timmermans, Barber Parker, Bill Hoef-fer, and Dick & Karen Pennick packed up and went home, but not before Dick had firmly inserted a PSRMA brochure into the hands of each spectator that happened to stop by. Another group of members were waiting down at VICTORIA for the engine's arrival there.

About 11 p.m. Friday evening, another call was made to the Yard Office and it was confirmed that the Santa Fe crew was winding up its North County business and would soon be on its way to Miramar. Sup't. Dick Pennick arrived at the engine about 11:45 and the crowd had thinned noticeably from earlier in the day. In fact, the only other person was an employee of the nearby PSA jet engine facility on his coffee break. Dick refilled the oil reservoirs and made a routine inspection. All appeared to be in order. Shortly the engine "messengers" arrived from the Santa Fe to ferry the No. 11 to San Diego. This crew consisted of Freight Agent Bill Archambault, and Dean Bristoe and Dean Hicks from the Mechanical Dept. Bristoe grew up in the steam backshops of the Santa Fe, so he knows and appreciates the Museum's efforts in No. 11's revival. George Geyer dropped by also to record the historic event. Shortly after Bristoe had made his inspection, a long airbrake hose was affixed to the side of the 2-8-2 to trainline the brakes around the engine. Thus the engine's brakes were not used for the move. About 12:30 a.m. Saturday morning, the Local's whistle was heard at the crossing and in a minute or so the two lone diesel units hove into view and coupled onto the steamer with a firm "bang". The temporary airhose was hooked up, the messengers boarded the rear diesel unit, and the improbable assemblage began to roll slowly toward the wye at Linda Vista Jct. and the rest of the train.

At the wye, the caboos and a lone boxcar were coupled on behind the steamer, with the boxcar bringing up the rear. One last check was made of the driver journals to be sure they weren't overheating, then it was down through Rose Canyon at reduced speed, the steamer riding smoothly over track far removed from the twisted iron of its former home in the Oregon forests. The drivers made a soft "swish-swish" as they rotated without benefit of steam. Occasionally, a banging sound was heard, creating some temporary concern, but a brief inspection revealed no apparent problem. For what seemed like a long time, the diesel's headlight was the only illumination in the dark canyon. Then suddenly, south of Genessee Drive, a parked car turned on its headlights, and shouts and cheers were heard as the short train trundled past. The car, full of PSRMAers, followed the steamer all the way into San Diego. Shortly after passing Old Town, the sound of escapin air and a cloud of dust and ballast advertised a loose airhose connection between the steamer and the caboos. A stop was made to correct the problem at which time the 2-8-2's bearings were again checked for overheating, and in a few minutes the "Coos Bay Cannonball" was again on its way.

Since the Amtrak passenger was blocking their free passage past the San Diego station, the Local was forced to back through the crossover west of "C" street and continue past the lone private car "Cyrus K. Holliday", past the SD & AE yards at 10th Street, and into the Santa Fe's 22nd Street freight yards. As the train rolled to a stop opposite the yard office, the messengers climbed down, got in their cars, and went home to bed. Except for the night Yard Clerk, a handful of red-eyed, die-hard Museum members was the only sign of life. Soon, they too went home. The old clock on the Yard Office wall said 2:30 a.m.

Later that morning, shortly after 11 a.m., the Santa Fe switching crew trundled down the yard track toward our No. 11, sitting resplendent in the morning sun a block from Entlow Spur, at one time a storage and operating base for PSRMA, and but a few feet from the old Standard Iron Works spur, original storage and operating site for our 3-truck Shay No. 3. The switcher coupled onto the steamer and without fanfare tootled off to a rendezvous with its display-mate, the incomparable VICTORIA. Larry Rose, Ken Helm, Jim Lundquist, Dick Pennick, and others followed the engine's progress through town, across Broadway, and onto the spur leading past the freight house to our display site. Cameras and tape recorders were in evidence as the switcher, pushing No. 11 ahead of it, ventured cautiously across Pacific Highway and around the tight 23° curve north of Broadway, flanges howling in protest. Around the curve, inch by inch. A pickup truck is parked too close to the track and has to be pushed out of the way by Santa Fe and PSRMA people. All clear again and the steamer is moved ahead toward VICTORIA. As it nears its final berth, Dick Pennick watches the rotation of the right front driver to be sure it comes to rest so that the main-rod can be re-installed. Whoops! Too far! Full ahead about a foot. That's it! Good! Block it! With that, the switcher uncoupled and returned to its other chores, business as usual. Immediately, Dick, along with Master Mechanic Ken Helm and his crew, began preparations for installing the main rod and eccentric rod on the right (street) side. This work was finally accomplished after much trial and perturbation with the aid of member Wally Barber's donated winch truck and operator. Dick has graciously loaned the Museum an old locomotive headlight from his personal collection, and it is presently being restored by Larry for use on the 11.

Ruby Sexton and Jerry Rife of the San Diego Union were on hand to witness the activity, and were responsible for a very well-done article about the exhibit and the Museum in the June 7th issue. Only the "Final" edition carried a photograph, however. Copies of this issue may be obtained at the Union office in Mission Valley for 15 cents each. Coupled with a T.V. newsspot and radio announcements, traffic through the display was hot and heavy, and plans were being made to keep the exhibit open throughout the week.

We don't need to tell you how important it is that enough staffers are available to make this fine tribute to railroading's Golden Age really pay off. Geo. Geyer is the man to call regarding hosting assignments (234-0555), or fill out and mail the special sheet attached to this issue. A few members have already signed up, in fact the car has been open unofficially these last several weekends and scattered other days thanks to Barbara Parker, Ron Milot, and a handful of other Museum volunteers, but we will need a great many more before this hectic but important year is over. The importance of this exhibit cannot be underestimated. We expect 50-100,000 people to pass through the exhibit during the year, and out of this number will come new friends, new members, new contacts, recognition, and hopefully a sizable contribution to our depleted treasury. This could be the big break the Museum needs to get off dead center and accomplish our big goals. NO FOOLING! We need your help now! Call Geo. and say, "Sign me up!"

A special thanks to Larry Rose for the fine design of a special flyer for the display, and to Jan Leix, sister of member Jim Lundquist, who secured the printing paper at cost and donated 100% of the labor to print the flyer in her night school class. Thanks also to Dick Pennick for the construction of steps at the "buffer" end of the car to enable visitors to pass through

the car in one direction without the necessity of "doubling back". Wally Barber donated most of the lumber used in their construction, the rest being the result of somediligent arm-twisting by Dick at several construction sites in the El Cajon area. Contributions like these are what allow groups like ours to survive and prosper. Are there other talents out there in membership land that could be benefitting the Museum? If so, call Chop Kerr (291-4787) or Dick Pennick (463-2276) and lay it on us!

APOLOGIES

Sorry this issue is so late. As the weather becomes more agreeable, outdoor pursuits beckon unceasingly. Weeds need cutting, gardens need planting, shelves must be built in the garage, and the family needs to get out to the beach or the park once in awhile. But here it is, for whatever it's worth. I hope you enjoy it late as much as you do on time.

I also apologize for the goof putting Sherman Hill in Utah. Any railbuff worth his salt knows the real location is Wyoming. The Copy had already gone to the printer before your editor realized the error (got out of that one, didn't I?).

EDITORIAL COMMENT

When the cyclical pattern of the Museum's fortunes is at its occasional low point, talk is heard of dissolution, merger, and other "doomsday" prophecies. But when the cycle is on a crest, look out! Right now, PSRMA, despite the disappointing loss of the Campo museum site, seems to be riding the crest of a wave that shows no signs of dissipating despite our financial problems.

Maybe all the frantic activity involved with preparing the "Golden Age of Railroadng" exhibit, augmented by the movement of railcar VICTORIA to the display site, was a catalyst. At any rate, Museum enthusiasm seems to be at an all-time high. Gradually, more and more members are discovering the joys of active participation in the many and varied Museum functions, some exuberantly, some timidly, but all nonetheless getting involved in some way. And with a group like ours, "involvement" is the name of the game. Participation is what it's all about.

There are in fact some active members who are so excited about PSRMA, they are about to crawl out of their skin. The apparent immediate success of our Bicentennial display, with only 50% of it in place at this writing, has created considerable elation among the Museum staff. It is a fact that if the exhibit continues throughout the year with as much success as it has shown so far, we will all be very sorry to see the year come to an end.

Please join us in our fight to keep PSRMA "America's finest railway museum". YOU CAN HELP with your volunteer efforts and your tax-deductible contributions. About \$2000 will pay off our loan on Santa Fe observation car 1509; another \$2000 will bring our two steam locomotives from Riverside County to San Diego. At least one of these engines is a coal burner and in operating

condition. This move would save the Museum \$900 a year in storage rent (Can you believe we are paying all this money to another railway museum?). Still another \$2000 would place Titelok couplers on VICTORIA and do other work necessary to use the car for Museum excursions and charter tours on Amtrak, which would help pay the \$300 per year rental to store the car in San Diego.

Cash can take the form of out-right donations (just \$8 from every member would bring the two steam locomotives to San Diego where storage.

EDITOR: Dick Pennick, 9584 Upland St.,  
Spring Valley (463-2276)  
CIRCULATION: Ron Zeiss (277-8194)

REPORT is published monthly by the Pacific Southwest Railway Museum Assoc., Inc., P.C. Box 12096, San Diego, 92112. The Association is a chartered non-profit organization of persons, young and old, who share an interest in railroad operations, travel, and history. An IRS exemption certificate allows tax-deductible contributions to the Association. Association telephone: 280-1781

space has already been arranged), or open-end loans which would allow repayment on a schedule convenient to the Museum. Either way, many of our prayers could be answered with some working capital, and the savings in storage rental, not to mention the boosted morale among our members by having most of our collection together in San Diego for the first time, would more than repay any loans outstanding. The Museum hates to ask its members for financial help, but we feel that it is so very important and with the future of the museum effort in San Diego at stake, it is time to swallow our pride. Tax-deductible contributions may be sent to: PSRMA, P.O. Box 12096, San Diego 92112. To discuss loans, call Chop Kerr, president (291-4787). When you consider the benefits, \$8 is an infinitesimal price to pay, and this writer has already written his check. Now it's your turn! Remember, like the old chain letters, if each and every member contributes a tax-deductible \$8 or more, a major goal of the Museum can be realized.



MEMBER OFFERS MATCHING LOAN TO MOVE STEAMER

Just before press time for this issue, one of our members (who has asked to remain anonymous) has generously offered the Museum an interest-free loan of \$500 to be applied exclusively toward the movement of our two steam locomotives from Perris, CA to San Diego. There are two major conditions applied to this outstanding gesture: (1) The loan must be repaid by June, 1978, and (2) the amount must be matched by the Museum or another member within 3 months (by Sept., 1976).

This fine offer is an overt demonstration of faith in the future of the Museum. We certainly feel this faith is justified by virtue of the tremendous success of the "Golden Age of Railroading" exhibit on the Embarcadero, and other recent developments. The Museum looks forward to receiving the matching funds in the form of either an outright donation or an interest-free loan. The financial good health of PSRMA depends on the success of this endeavor.

PSRMA TOPIC OF MAY "RAILROAD"

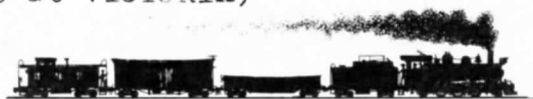
The Museum was again blessed with a nice item in the fine railfan monthly, RAILROAD, this time in Sy Reich's column in the May issue. The item was picked up from our feature article in the February REPORT concerning the donation of the Rohr Industries Collection. How nice the feeling to see our Museum in print in a magazine of impeccable reputation and worldwide circulation.

**Honor Roll**



The Museum thanks the following members and friends whose generous contributions have furthered the goals of PSRMA during the month of May:

- Walt Hayward (donated copy of R.S. Henry's "TRAINS" and a railroad pinch bar)
- Anita Rhein (cash donation)
- Harry Partch Foundation (cash donation)
- Mr. & Mrs. Thomas P. Chambers (cash donation)
- Larry Rose (donated paint for restoration projects)
- Norman Hill (donated paint)
- Walter Barber, Jr. (donated lumber for steps at VICTORIA)



ONE-DAY ENSENADA SHOPPING FIESTA PLANNED

To help raise money for the Museum and to provide a convenient and enjoyable way to do some early Christmas shopping and sightseeing in one of Baja's charming seaside communities, PSRMA is considering one or more charter bus trips to Ensenada during the year. If you would enjoy an offbeat activity like this, give Barbara Parker a call after 3 p.m. at 465-6387. The cost would be under \$15.00, and probable days would be a weekend or a Monday. Barbara, who has established herself as a competent and cordial tour hostess, will conduct each trip. It is anticipated a bilingual assistant would also accompany each group.

MUSEUM PLANS VICTORIA OPEN HOUSE FOR MEMBERS JUNE 19th

To allow all PSRMA members an informal opportunity to acquaint themselves with our exquisite railcar VICTORIA and the "Golden Age of Railroading" display an "open house" has been planned at the car for Saturday, June 19th, 6-8 p.m. The exhibit is located on Harbor Drive just north of Broadway, across the street from the Maritime Museum's ferryboat Berkeley. Refreshments and light snacks will be served.

The FLORENCE & CRIPPLE CREEK RAILROAD				
TRAIN SERVICE BETWEEN Stations on F. & C. G. R. R. and S. R. R. Standard G.				
<b>TIMETABLE</b>				
TRAIN No. 10	TRAIN No. 8	STATIONS	TRAIN No. 1	TRAIN No. 7
8.30 A		Lv. Cripple Ck. Ar.	5.00 P	7.25 A
		Lv. Victor Ar.	4.35 P	6.55 A
11		Ar. Florence Lv.	2.05 P	4.10 A
VIA D. & R. G.				
12.4	1.16	Ar. Pueblo Lv.	12.55 P	2.40 A
	2.25	Lv. Pueblo Ar.	12.35 P	2.30 A
	4.00	Lv. Colo. Spr'gs Ar.	11.25 A	12.57 A
	5.10	Lv. Palmer Lake Ar.	10.39 A	12.00 M
	7.00	Ar. Denver Lv.	8.45 A	10.00 P
No. 1	No. 9		No. 10	No. 2
2.11 P	6.45 P	Ar. Canon City Lv.	11.20 A	4.55 A

Every weekend: "Golden Age of Railroading" exhibit.

June 19: VICTORIA open-house, 6-8 p.m. (465-6387).

June 22: Del Mar Fair begins.

June 26: Grand opening & ribbon cutting, "Golden Age of Railroading" exhibit.

July 4: America's 200th birthday. Del Mar Fair ends.

July 23: Quarterly General Membership meeting, La Sala Room, House of Hospitality, Balboa Park, 7:30 p.m. (291-4787).

"BEEBE" CAR AND COACH DELIVERED TO POWAY SITE

The two old open-platform wooden cars received in trade from Short Line Enterprises, Inc. were delivered at Poway Village on June 7-8. More next issue.

PSRMA REPORT

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