



REPORT

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SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

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Seasons Greetings

'MacARTHUR' COMES TO SAN DIEGO

by Larry Rose & Dick Pennick

"General MacArthur" returned last month, not to the Philippines as he promised in 1942, but to the Santa Fe/Amtrak depot in San Diego, and PSRMA was there in grand style. Universal Studios (MCA Universal) film crews set up in front of the depot to shoot a segment of their upcoming World War II epic about the exploits of General Douglas MacArthur. Three restored items of PSRMA rolling stock, rented by the studio, got starring roles.

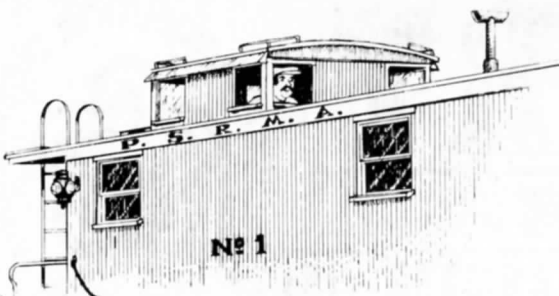
Sitting on the baggage track between the depot and the Santa Fe mainline was our Coos Bay Lumber Co. 2-8-2T No. 11 followed by ex-Santa Fe Cafe Observation 1509 and Pullman Observation "VICTORIA". A handsome consist indeed, but with an Australian accent! The movie company painted No. 11's beautiful silver smokebox green and the pilot red, relettering "Victorian Railways" on the depot side of the saddletank. A plate with the initials "AR" was placed over the front number plate. The sequence re-produced MacArthur's arrival and speech at the Melbourne



— Staff Photo

Gregory Peck as Gen. Douglas MacArthur in film biography now being made, partly in San Diego. (San Diego Union photo)

by H. Chalmers Kerr, Jr., President



FROM THE CUPOLA

the Iron Horse and all vehicles , in their many forms, that utilize a steel wheel on a steel rail. Our members comprise quite a crew that we can all be proud of, each involved in doing their own thing, be it history, restoration, collecting, writing, conducting excursions, operating equipment, or building models: ferroequinologists all.

Having been a member of PSRMA for eight of its 14 years, my view is necessarily limited as to the Museum's early accomplishments. But my view ahead stretches to infinity, and the tasks challenging us on the way to fulfilling our goals are many. From the beginning of PSRMA's existence, membership has grown over 1000 percent from about 25 members to more than 330. Equipment has been obtained, activities expanded, and general community involvement is beginning to occur. But alas, major difficulties have been encountered too. Fin-

ances are continually strained, membership involvement waxes and wanes, storage for our rolling stock is a continuing burden (equipment is now stored at 11 locations), and most important of all, we still lack a permanent museum home. This major need - LAND - when acquired, will, I believe, permit us to solve most if not all of our pressing problems.

I personally want to thank the membership for their vote of confidence by electing me to serve you in 1977 as President. I hope to concentrate my activities this next year in two areas: land for the Museum, and additional means of raising funds for Museum development

I plan to make this column a regular feature of REPORT, not promising it each month, but submitting it as I feel the need to offer commentary on a particular subject of importance to the Museum. All members please feel free to write or telephone me with your suggestions, criticisms, or what have you. This is your association, and as President it is my duty to serve you all.

I honestly believe that 1976 was a turning point in PSRMA's fortunes and that 1977 will see us making giant strides toward our ultimate goal of establishing a permanent railroad museum. "Make no little plans. They have no magic to stir men's blood..."

REPORT

Newsletter of the Pacific Southwest Railway Museum Association, Inc.
P.O. Box 12096, San Diego, CA 92112

Richard E. Pennick, editor
Jim Lundquist , Circulation

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Telephone: 280-1781

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Opinions expressed in unsigned articles are those of the editorial staff, and do not necessarily reflect the opinions of PSRMA, its officers or directors. Opinions in signed articles are those of the author only.

MIRAMAR O.K.'s ADDITIONAL STORAGE

Word was received in November that the Western Facilities Engineering Command, U. S Navy, has given the Museum permission to utilize an additional 220 feet of track storage at Miramar Naval Air Station.

Although PSRMA has cause for rejoicing in the news, the space will not be free. Rental at that site alone will likely amount to more than \$1000 per year. However, some of the new space will be used for storage of our two steam engines in Riverside County, the storage for which costs the Museum approximately \$800 a year. So by consolidating our Museum items at Miramar, some rental is saved and the equipment is close to home so the necessary restoration and maintenance can be performed. Also, many of our members have never seen coal-burning ex-E.J. Lavino & Co. 0-6-OT No. 10 or ex-Mojave Northern (Southwestern Portland Cement Co.) 0-6-OT No. 3, an oil-fired Davenport steamer. Nor have they seen our two 1910 wooden, truss-rod flat cars presently stored in Northern California.

Besides the above-mentioned items, car 1509 and our wooden "reefer" will be berthed there, and 2-8-2T No. 11 will return once the "Golden Age of Railroading" display is over.

The Museum is extremely appreciative of the Navy's cooperation during these difficult times, but we must be continually aware that this arrangement is only a stopgap measure and does not satisfy our ultimate goal of a permanent railway museum in the County. All energies must be combined in the coming months to solve this most pressing of our problems.

BIG THANKS TO VICTORIA STAFFERS

by Jim Lundquist

Once again, the following Museum members have taken the time to staff our "Golden Age of Railroading" display downtown, and again the Museum joins me in saying; THANK YOU. The hosts were:

Cecil Badman	Carol Lande	Anita Rhein
Jim Cooley	Maryann McVeagh	Steve Rosefeld
Bernice Duckworth	John Pattison	Bob Scudder
George Geyer	B. V. Parks	Doris Scudder
Herb Kehr	Jo Pressnall	Teresa Tanalski

A few of these wonderful members have staffed more than once this past month, and all have staffed as much as possible. If you would like to join this elite group, please call me at 466-8405 (9 a.m. to 11 p.m.). I have not returned a few of your calls due to misplacing part of my staffer list. If you were one of these, PLEASE call me again. THANK YOU, staffers, one and all.

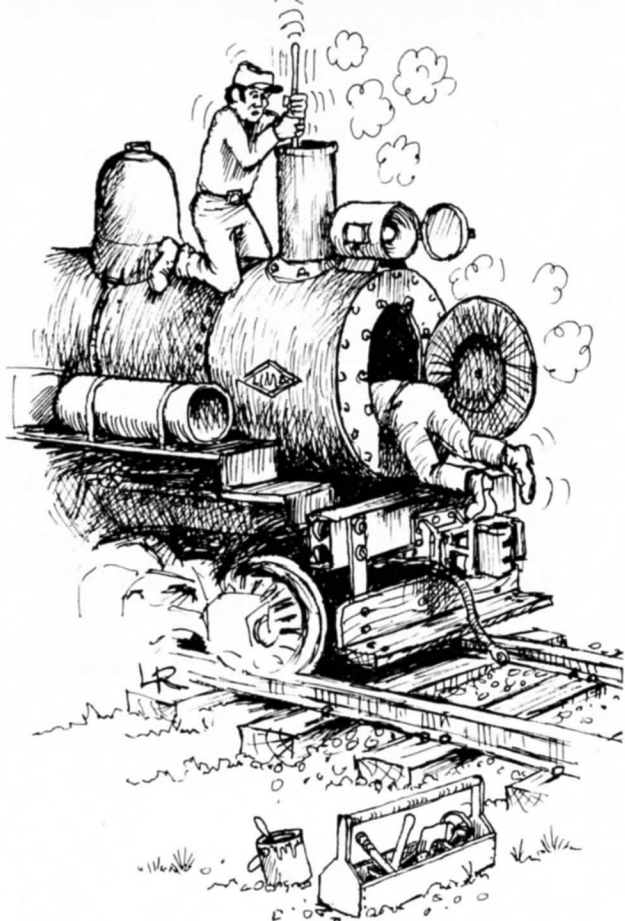
ANNUAL DINNER JANUARY 30th

Once again, we are pleased to announce plans for PSRMA's upcoming annual social gala, the Annual Dinner and Installation of 1977 Officers.

Due to the popularity of the 1975 Annual Dinner, we plan to return to the Imperial House Restaurant, amid the elegance of the Imperial Tower, 505 Kalmia St., adjacent to beautiful Balboa Park. The excellent cuisine will be augmented by another outstanding program that will be of interest to the ladies as well as the guys: retired Santa Fe hoghead (engineer) R. P. "Phil" Middlebrook, a railfan from the first day he set foot in the gangway of a steamer in 1914, will present an excellent color film account of the Middlebrooks' 1970-71 sojourn by rail through Switzerland, Germany, and Austria. Plan now to be with us on Sunday evening, January 30th, for an outstanding meal, congenial company, our own bar, and a superb program. A flyer is enclosed with this issue of REPORT. Remove the coupon attached and mail with your check to the address shown. We very much look forward to seeing you!

RESTORATION NEWS

by Larry Rose



This month's restoration and maintenance activity included work on car 1509 and a thorough cleaning of private car Victoria. The crew also built shelves in our Miramar box car to store spare locomotive parts, tools and miscellaneous museum equipment that was collected from the back yards and garages of various museum members during the last month.

Several more rusted out window sills were fiberglassed on car 1509 and superintendent Norm Hill stripped and polished all of the ornate brass light fixtures in the observation lounge.

The best news of all concerning car 1509 is that member Frank Cooke, a master cabinet maker, has volunteered to make new outside window frames to replace the badly weathered frames on all of the double windows in the car. Frank is an expert crafts-

man who learned his trade from his father in England and the museum is extremely fortunate to have a man of his talent join the restoration effort.

Frank has finished the first solid oak frame and it is a masterpiece of rabbited joints and neatly routed holes and grooves for window hardware. The frame has been sealed and primed (4 coats) and a finished coat of Pullman green applied. This window will be used to size and test all of the window openings then the rest of the frames will follow rapidly.

Victoria is back on exhibit at the Embarcadero after having its carpet and upholstery cleaned. The green curtains put up by the movie company look good and the museum has decided to enjoy the change of decor for a while before installing the original drapery.

Working hard for the museum this month were Ken Helm, Jim Lundquist, Ron Milot, George Geyer, Jack Linn, Norm Hill, Bert Straw and Larry Rose.

Regular restoration team member John "Nick" Nichols and his wife have been traveling for the past month on an Amtrak "rail pass" that has allowed them to go anywhere in the country that can be reached by passenger train. The crew will be glad to have Nick back and look forward to the "war stories" of his traveling adventures.

If you would like to get involved in railroad nitty-gritty with a great group of people, call Ken Helm at 284-8056, or Larry Rose at 469-3064 for the latest information on museum projects.

BOXCAR CLEANUP UNDERWAY

In between the other pressing work, our restoration crews have been rearranging and cleaning up inside the outside-braced boxcar used for storage at Miramar NAS. MCAX 3024 was built in June, 1941 and was donated to the Museum in 1969 through the efforts of Dick Pennick, at that time President of PSRMA. North American Car Corp. of Chicago was the donor. Much additional storage space was secured and some shelving was installed. During this work, a force of members loaded up and transported three truckloads of spare parts and tools from Dick's garage to Miramar. Dick is happy to have the extra space. A few items still remain to be picked up at a later date.

(cont'd from P. 1) Australia depot in 1943, and the San Diego station was re-decorated accordingly by Universal's prop department.

Gregory Peck strolls in front of the depot in his "MacArthur" uniform (Larry Rose).



The "Vic" and No. 11 had been moved to the depot early on the morning of October 17th from their display berth on Harbor Drive. The 1509 followed soon after. The unusual train caused considerable interest among Amtrak passengers and passersby, many of whom had never seen a steam locomotive at the downtown station.

Universal had earlier filmed landing sequences at the Navy's Amphibious base on Coronado's Silver Strand. Gregory Peck, who is cast in the part of the celebrated Army General, waded ashore with his "aides" from a landing vessel, recreating the first landing of American troops at Leyte Gulf on Oct. 20, 1944. An interesting sidelight: Roger Wrenn, 29-year veteran of the San Diego Union's photographic staff, was given V.I.P. treatment at the beach set during the filming. Seems he was the same Roger Wrenn who, in 1945, took the historic photograph of MacArthur's landing on the island of Luzon in the Philippines to make good his promise to recapture Manila. The photo, taken for Yank Magazine, was picked up by the wire services and distributed worldwide. Arrangements were made with the film's director to stage a landing sequence especially for Wrenn and his camera.

Eventually, the County's Air Pollution Control District came to object to the methods by which Universal simulated the smoke of a battle zone. A permit had been obtained to utilize "smoke pots" and diesel oil for one day between Oct. 18th and 23rd. However, this method apparently created inadequate "battle smoke", so rubber tires were added, an APCD "no-no". Also, repeated takes were necessary before the scene was "canned", all to the accompaniment of dense black smoke. Universal was cited for three violations, each carrying a \$500 fine, but the case is so far unresolved.

The filming at the depot was quite interesting with some super special effects. Using a long steel cable, a hired Santa Fe diesel locomotive pulled the PS-RMA train for



Filming gets under way on a foggy morning in San Diego. (Larry Rose foto)



Mr. Peck and troupe rehearse a scene from the platform of PSRMA's elegant VICTORIA (Larry Rose foto).

(cont'd from P. 7) the depot arrival sequence. A camera was mounted on No. 11's smokebox, facing toward the rear of the train. With dry ice "steam" blowing out from old No. 11 and from between the cars, the effect was very convincing. Some "travelling" shots were also filmed on board the VICTORIA with a prop man outside waving an occasional "passing tree" in front of the window to complete the illusion.

Looking out for PSRMA interests during the week-long filming were Barbarann Parker and Bert Straw. Bert was on the set at 6 o'clock every morning and was the last to leave every evening, making sure the equipment was locked up for the night. Also on the scene almost every day was our youngest member, John Pattison.

Museum people had the run of the set and by the end of the week were on a first name basis with the film crew and most of the actors. Mr. Peck also found time to chat with Museum members. "He sure is a nice man", said starstruck Barbarann admiringly. Bert Straw was given a copy of the day's script which Peck graciously autographed for him with a personal note.

La Jolla-born (April 5, 1916), Eldred Gregory Peck left San Diego about 1935, transferring from San Diego State College to attend UC-Berkeley. It is doubtful that he said "I shall return" as his film counterpart did when President Roosevelt ordered MacArthur to leave the Philippines after the outbreak of WW II. Peck's father and mother con-

tinued to reside in La Jolla until their death five or six years ago.

Peck, who went by his first name Eldred in those days, was affiliated with Epsilon Eta fraternity at State, and was active in inter-fraternity athletics. Jack Thompson, married to a cousin of Dick Pennick's wife Karen, was a student at State at the time. He knew Peck's father, Gregory, Sr., quite well. The senior Peck had worked as a pharmacist at the old Ferris & Ferris Drug store at 5th & Market for years. Those were depression years and few students owned cars. Many carpoled with those that did, but there were two students who could afford to drive alone. One of these was Irv Kahn, the late millionaire San Diego developer and land tycoon. The Railway Museum had made several unsuccessful attempts to obtain a portion of Kahn's Penasquitos, Inc.-owned land in Rose Canyon for a public museum. During those long-ago college days, your editor's mother-in-law occasionally dated one of the future actor's good friends, a good-looking fellow by the name of Wilfred Hudson. Hudson and Peck used to do a lot of swimming around



Memories of days gone by. The Spanish-style arches of the 1914 Amtrak depot frame Coos Bay 11 and 1509. Overhanging awning was a studio prop. (Dick Pennick)

sites, a drunken driver being chased by the San Diego Police roared down the tracks in front of the depot, lost control and crashed into car 1509. The rear steps on the left side of the observation platform were completely destroyed. The drunk didn't know how lucky he was to be in custody of the police instead of the enraged PSRMA restoration crew! The Museum is waiting word from our insurance company before starting any repair work. Also, number of windows in the "Vic" were cracked by the hot Klieg lights, but this and other movie damage was repaired by Universal.

Our "Golden Age of Railroading" exhibit is again back in business with the now-immortal movie stars VICTORIA and the Coos Bay steamer sharing the limelight with the Star of India sailing ship. Car 1509 is back at the Main base temporarily until it can be moved to Miramar NAS.

"MacArthur" is being produced by Frank McCarthy with direction by Joseph Sargent, and is due to be released next summer. Dan O'Hirlihy plays the part of President Harry Truman. Be sure to see the film, regardless of your personal opinion of the late General. It is very likely that PSRMA will arrange a special movie party for members. Watch REPORT for further developments. kzformv, tlmv4yfg2mlg5ulitlggvm.gsrmpmt6lu7blf4lm2lfi3zmmrevihzib.

Special thanks are due Bert Straw for looking after the Museum's equipment during the filming, and to Wally Barber and the Walter H. Barber & Son company for the use of the winch truck again to handle the Coos Bay main rods before and after the move to the depot.

PENNICK GIVES TALKS

Board Chairman Dick Pennick, an authority on San Diego area railroad history, recently addressed meetings of the Ramona Pioneer Historical Society and Native Daughters of the Golden West.



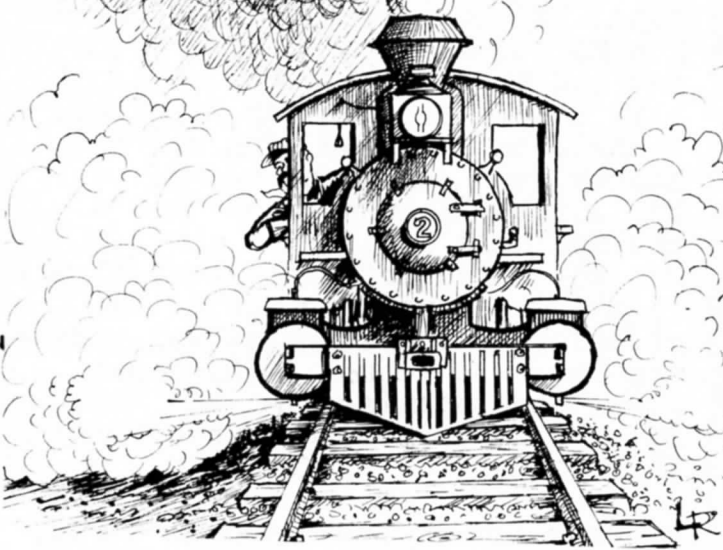
A handsome consist indeed! (Dick Pennick foto)

La Jolla when they weren't attending school or working.

Also on the depot location set part of the time (long enough to bum a free lunch with the movie extras) were PSRMAers Larry & Tanya Rose, Ken Helm, Jim Lundquist, and Ron Milot. All Museum members present had a great time and wouldn't have missed the fun for anything. Young John Pattison even played hookey from school to be there. William B. Fletcher, chairman of the Southern California Chapter, Railway & Locomotive Historical Society, was a visitor during the shooting. Turns out Fletcher attended the same school in Missouri years ago that was also the alma mater of our President Chop Kerr's late father, H. C. Kerr, Sr.

One sad note: several nights after the movie people pulled out, but before our equipment could be returned to their regular storage

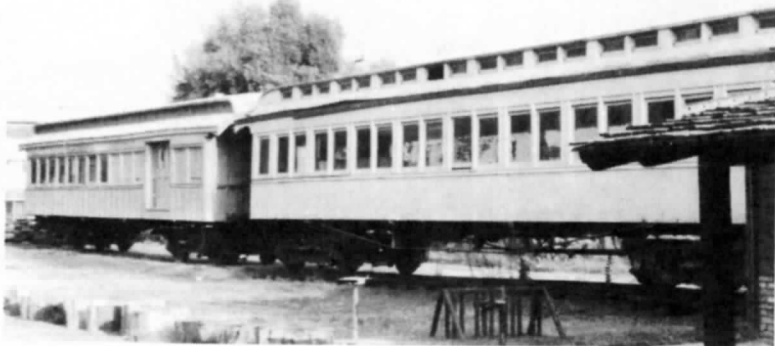
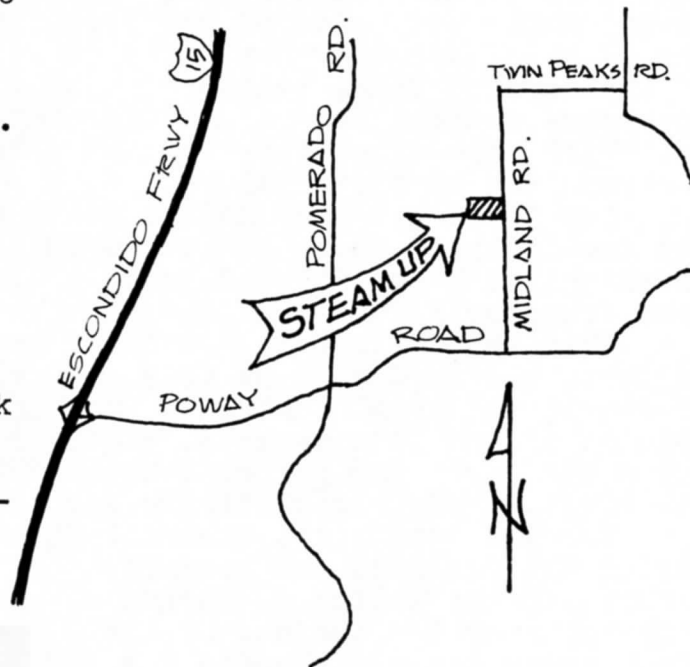
STEAM UP



All you out there who love the sound of hot escaping steam, the long moan of a whistle, the screech of steel on steel, get ready for Saturday, January 15th. The PSRMA restoration crew is hosting a work party-steam up picnic for all members and their families. Museum member Col. John Porter, owner, chief mechanic and engineer of the Poway Village and Rattlesnake Creek Railroad in Poway has graciously offered to steam up his 1878 Baldwin 0-4-0 steam locomotive. The fully restored narrow guage loco was actually used to help build the Panama Canal. There will be rides in the chair car, in mining cars, and hand pumpers if you think your hearts are up to it. Tickets are 50¢ with the fuel bill. Kids ride free. There is a restaurant and plenty of parking on the property. The restoration crew plans to arrive about 9:00 am and do some roof work on our two 1890 Dardanell and Russellville passenger cars. Any help we might get from men or women who haven't yet got their hands dirty will be greatly appreciated. So come on out and give it a try. See what it is like to work on equipment that was put together with pride over 80 years ago; see it once again respond to an affectionate hand.

At 12:00 noon steam will be up in the loco and all hands will break for lunch and rides and general fun for the rest of the day. So come on out in work clothes if you care to; or casuals if you don't. Bring a lunch, or try the "steerburgers" at the restaurant and enjoy a day of old-time railroading at Poway Village, 14112 Midland Road in Poway. See the map.

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TIMETABLE

- Jan. 1: A bright new year begins for PSRMA.
- Jan. 4: PSRMA Directors meeting, SDT & S Bank, 7:30 p.m. (463-2276)
- Jan. 8: Restoration session. Call 469-3064 for location and time.
- Jan. 15: Steamup on 30" gauge Poway Village & Rattlesnake Creek R.R. and restoration session on our D & R R.R. wooden cars, Poway, 9 a.m. - ? (469-3064)
- Jan. 19: 1939: 20th Century Fox released Technicolor film "Jesse James", featuring the two Poway cars in the train scenes.
- Jan. 22: Restoration session. Call 469-3064 for location and time.
- Jan. 29: Restoration session. Call 469-3064 for location and time.
- Jan. 30: Annual dinner and election of officers, Imperial House Restaurant, 505 Kalmia, San Diego.

New UTU calendar features rail art

The glory days of steam are recaptured in the UTU's 1977 railroad history calendar.

Featuring a dozen 8½" x 11" drawings of scenes and equipment of the past by California artist Dan Witcoff, the spiral bound calendar also identifies key dates in U.S. railroad history.

While the calendar will be advertised for sale to railfans and model railroaders, orders from the UTU membership will be filled first.

"The drawings are destined to become classics in railroad art," Lou Corsi, public relations director, said, "and, the historical dates will be both useful and informative."

Plans are under way to make larger reprints of the drawings available for framing.

The calendar is constructed so the drawings can be removed for framing. A spiral binding allows it to be wall-hung, or lie flat for desk use.

Cost of the calendar is \$1.75. Copies can be ordered with the coupon.

THE UNITED TRANSPORTATION UNION '77 HISTORICAL RAILROAD CALENDAR \$1.75

Twelve great drawings of the steam era by Dan Witcoff, plus key dates in railroad history. Use either as desk or wall calendar. Price includes postage and handling.

United Transportation Union—Calendar
14600 Detroit Ave.
Cleveland, Ohio 44107

Please send me the 1977 UTU Historical Railroad Calendar. I enclose \$1.75 check or money order.

Name _____

Street _____

City _____ State _____ Zip _____



San Francisco MUNI trip enjoyed by members by Jack & Helen Linn, & George Geyer

In the soft light of dawn (7 a.m.), Saturday, October 24th, our intrepid little group of Museum travellers departed San Diego-Melbourne Railway station on Train 771. It was interesting to observe the new Amtrak equipment, which on our train consisted of four coaches, one Amcafe and one older lightweight baggage car. After getting our baggage stowed up above (plenty of room for several suitcases and carryon bags), and settling down in our aircraft seats, we made an initial inspection of our aircraft capsule on wheels and found it quite a change from the railtravel of yesteryear. A visit to the Amcafe car for coffee brought more surprises, as food is dispensed from a counter in the center of the car and taken back to the coach where a pulldown tray is provided at each seat for dining comfort. The cars ride smoothly and quietly, except for a different tune when the brakes are applied. The air conditioning is very good, but the coaches lack footrests, and you miss 'em after you are underway for awhile. But all in all, the first lap of our journey - 2 hours and 35 minutes - was very pleasant and interesting.

Our arrival in Los Angeles necessitated a change of trains, which was very easy as the Coast Starlight was parked on the track next to us, so we didn't lose anyone. The Starlight consisted of about 15 cars, two of which were Pullmans for points north of San Francisco, a dining car, a vistadome car, and coaches, all of which were older equipment (pre-Amtrak). Most of them had adequate leg rests for long-distance travel. The train ran full both to and from Frisco. The food in the dining car was good, well and attractively served, and inexpensive. The vistadome car was a welcome addition, good for viewing the scenery, except riding backwards for 12 hours is not the way to go (a bit hard on the neck!). The Starlight arrives in Oakland about 8 p.m., where San Francisco passengers are transferred to a bus, as we completed our trip and most interesting day at the Transbay Terminal.

George Geyer had flown up, arriving ahead of the train. After meeting the train, all proceeded to the San Franciscan Hotel. Sunday morning, after breakfast, it was off to the Geneva Car Barn of the Municipal Railway for the start of a 6½ hour adventure encompassing the entire system of 5 lines. The day was climaxed with dinner at Italian Joe's Restaurant at West Portal.

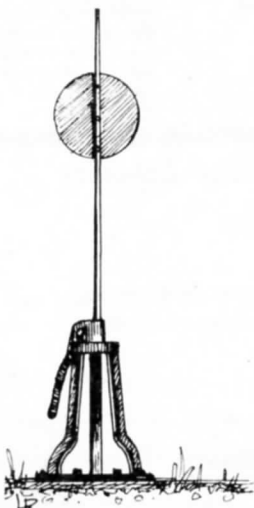
Although everything worked smoothly on the way up, the return trip was a different story. Three coaches lost air conditioning a la Mexico (mucho caliente!). But, regardless, everyone participating enjoyed the trip very much. The scenery was great and the shutterbugs had a field day, especially at the Horseshoe Curve near San Luis Obispo. We enjoyed the comprehensive view of our California: the oceans, the towns large and small, beautiful green hills, valleys, and trees. We will long remember our Amtrak adventure, thanks to PSRMA!

PSRMA REPORT
P.O. Box 12096
San Diego, CA 92112



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PACIFIC SOUTHWEST RAILWAY MUSEUM — Mini-museum in antique private railway car and steam locomotive on the Embarcadero near the B Street Pier; open weekends 11 a.m. to 5 p.m. Special free weekday visits may be arranged, phone 280-1781.



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