



# REPORT

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MAY, 1972

A VIEW FROM THE CUPOLA  
H. Chalmers Kerr, Jr., President

STILL VACANT! - Oh where are all of those volunteers? PSRMA still needs your help. Hopefully, there are three members willing to fill the vacancies on the Administrative Staff. Two positions, Publicity Department Head and Chairman of the Ways and Means Committee have gone waiting for more than a year! Now the Board has been notified that the head of the Publication Department wishes to resign because of pressing personal matters. Publicity, Fund Raising, and Communications are the very life blood of any organization. PSRMA is really being hurt by neglect in these areas. Please volunteer and fill these important positions. Don't be bashful if you lack experience, you will learn fast by doing....

FUN IN THE MOUNTAINS - Thanks to Miss Cathie Parks for a well organized day of narrow - gauge mountain railroading on April 15th. Thirty-two members had a great time riding the rare steam powered railroad. Mr. and Mrs. Ollie Johnston were our gracious host and hostess. The weather cooperated - clear and warm - and the echo of the whistle could be heard ringing from mountaintop to mountaintop. I must emphasize that all opportunities to see and ride on the DLP&J RR are by invitation only. Please do not request visit privileges. Also, the Johnstons asked that the exact location of the RR be kept confidential. Thanks....

DID YOU FORGET? - Dues for the 1972 membership are now payable. PSRMA needs you and your dollars in order to hurdle the "Crisis." Great things lie ahead for us and we want your continued concerned support. The membership growth has been  
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steadily upward for the past few years; this trend must be sustained! So I challenge each and every member to go out and bring in two new members during 1972, our banner year. Contact John Hathaway for Association Brochures and the Membership Application Forms.

VANDALISM - Will it never stop - The Shay is the victim again, but this time nothing was broken or stolen, only forced entry into the cab. However, Car 576 wasn't so lucky, as the glass in one door was broken out. Also, Car 1303 shows evidence of entry and several service doors were removed on underbody compartments. The reefer had its doors opened but nothing was damaged. All this mischief took place within shouting distance of military security guards and behind fences! This is a vivid preview of the many problems to be faced by us when we move to our permanent museum site.

THE CRISIS - For an organization with over 170 members I am deeply troubled by the lack of concern shown by the membership for PSRMA's troubles! Sixteen members attended the first Ad Hoc Committee meeting in March, ten showed up in April, and only three of four wrote or telephoned and offered ideas and help. That is less than 15 percent of the members voicing their opinions!! PSRMA is in grave trouble if the remaining 85 percent do not really care what happens! I hope this silence is only because of a lack of communications; otherwise, I see no possibility of pulling PSRMA through the Crisis that faces us.

I don't expect everyone to work on a committee, or write letters, or paint, or lay track; but I do expect to hear expressions of support or concerned criticism. Without this minimum feedback, the Board  
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 of Directors aren't representing anyone but themselves in guiding the destiny of PSPMA, an unhealthy situation at best....

At the second Ad Hoc Committee meeting on April 18th, two land investigation teams reported on property in North and South Central San Diego County. Maps, drawings, photographs, and color slides provided considerable information to base future decisions upon. The sites described each offer the potential for a modest operating Museum facility. None of the sites are ideal; each has special advantages, and unique disadvantages. Intensive investigation is continuing on four locations. The Committee is still interested in receiving information about other site alternatives, but time is running out. Please contact Dave Parkinson or your President if you have any valid information. The next Ad Hoc Committee meeting will be announced soon.

AFTER LAND IS FOUND? We aren't out of the woods even when a suitable site is selected and available to PSPMA. Money will be needed for rail access construction, storage track construction, security fencing and the down payment on the land itself. I estimate between \$7,500 and \$25,000 will be required! So start saving your pennies and nickles because PSPMA will need all the contributions it can muster. Don't forget that all donations of materials, services, and funds are state and federal tax deductible.

#### LIBERATION MIKADO - STRANDED!

The fund raising campaign conducted for the past ten months is a failure. To date less than \$400.00 has been contributed in cash and services and only \$500.00 has been pledged. Perhaps the Association did not apply the proper strategy for fund raising! The major railfan magazines did not carry any paid ads for this project. If \$200 or \$300 had been expended for ads in the well-read TRAINS and RAILROAD MAGAZINE, maybe the necessary funds would have been contributed; who knows? A recent fund-raising effort by the High Iron Company to re-flue the Nickle Plate #579

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only raised a modest \$4,000 toward the \$20,000 needed, so the 579 was retired to Steamtown. I guess we must face up to the fact that the typical railfan will not in most cases contribute hard cash for worthwhile preservation projects.

The 141R199 Project needs a minimum of \$14,000 just to load the locomotive on a ship in France and to ship it to San Diego! Plus another \$6-\$7,000 for unloading in San Diego and movement to a temporary storage location. Hopefully, unloading services will eventually be donated by the U.S. Navy.

The S. N. C. F. (French National Railway) has been written to about our difficulties in raising funds. The original agreement was that the Association would be expected to move the 141R199 prior to April 20, 1972! That day was the last day of main-line steam locomotive operations on the S.N.C.F. I suspect that movement of the locomotive from Le Mans to Le Havre after that date would be a problem for the railroad. However, PSPMA has asked for a six month extension in order to try a last ditch attempt at raising the funds or getting donated services.

If all of our efforts are in vain, the S.N.C.F. will be requested to place the 141R199 on permanent display at the new French National Railway Museum located in eastern France at Mulhouse.

As a part of this project, Chalmers Kerr is writing a history of the 141R class of export locomotive. If enough material is uncovered, the history will be published as a hard-back book, hopefully early in 1973. To date over 200 photographs have been obtained from the Baldwin and Lima official photographic archives, and in themselves form a complete construction history. The planned book will contain over 300 photographs, erection drawings, a color painting by Howard Fogg, and text of 6,000 to 10,000 words. It is planned that this book will be the first to be published dedicated to PSPMA. You are all familiar with the Colorado Railroad Museum series of histories; well maybe PSPMA can carry on a similar effort too and receive much-needed exposure.

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The October 1971 issue of REPORT carried the first list of contributors to the 141R1199 Fund. The following list brings the list of contributors up to date as of April 16, 1972. PSRMA extends the sincerest hand of thanks to these individuals and organizations who have helped us out with this difficult project:

Miss Helen D. Edelen (member)	\$ 10.00
Thomas C. Helvey (Manhattan Beach)	10.00
J. Barrett Gilmer (Coronado)	1.00
F.A. Froloff (Jackson Heights, N.Y.)	1.00
W.E. Baldwin (Philadelphia, Pa.)	1.00
John A. Grant (Billings, Mont.)	20.00
S.H. Alexander (Arroyo Grande, Ca.)	5.00
Mildred Woody (member)	1.00
Geo. R. Cassell (Sykesville, Md.)	3.00
Ed Herfter (member)	10.00
G.E. Sckurluske (New Knoxville, Oh.)	1.00
Chas. M. Mizell, Jr. (Dallas, Texas)	1.00
L.M. Lawrence (Manchester, N.H.)	1.00
Geo. V. Nolde (Santa Monica, Ca.)	10.00
R.L. Holmes (Pacific Palisades, Ca.)	10.00

Should this project be aborted, all those who have contributed will be contacted to see if they wish a refund or for PSRMA to apply the funds to another equipment acquisition project.

TOURIST RAILWAY ASSOCIATION - FOR PSRMA?  
H. Chalmers Kerr, Jr.

It would be hard to deny that there has been an increasing need for a national organization of excursion operators to deal with the ever increasing complexity of such business activities. In areas of insurance, railroad industry relations, Federal mechanical standards and regulations, individual groups are largely ineffectual in influencing action in their best interests.

Organizations such as PSRMA, which are private car owners and excursion operators, operating museums, short line railroads with tourist operations, and mainline steam excursion operators could benefit from such an association.

Such an association has now been formed. At an organizational meeting in Chicago  
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in mid-February over 130 groups, including West Coast organizations such as the Pacific Railroad Society, were present. Perhaps the Pacific Southwest Railway Museum Association should consider the advantages of belonging to such an association? This will be especially important in the future if we consider state side excursions as still a good form of recreation and as a good fund raising activity for the Association.

MEMORIAL DAY LIVE STEAM MEET IN GRIFFITH PARK - VIEWING OPEN TO PUBLIC

PSRMA member H. M. Yaklin has passed along some interesting news for his fellow members:

The Los Angeles Live Steamers Club will hold their Spring Meeting over the Memorial Day weekend at their extensive track grounds in Los Angeles' Griffith Park. A membership card from L.A.L.S., L.A.L.S. rail pass, or any other rail club membership card will get you on the grounds. All others may view the operation of the model live steamers through the fence, or can actually ride the trains as they depart from the public station. Just come out and talk to any member on the premises about admission.

H. M. also mentioned that members operate their beautiful models every Sunday between 10:00 a.m. and 3:00 p.m., and he added the first Sunday is usually more crowded with visitors.

The L.A.L.S. trackage can be reached by taking the Forest Lawn Offramp from the Ventura Freeway, then traveling south for about one block, then following Zoo Drive to the left for approximately  $\frac{1}{4}$  mile. If you know where Traveltown is, the L.A. L.S. operations are about  $\frac{1}{4}$  mile east of there.

Although miniaturized, the live steam locomotives look, operate, sound, and even smell like their prototypes. The Los Angeles Live Steamers are well known for their meticulously built locomotives and cars, and their trackage is extensive enough for very interesting, and prototypical operation.

IN DEFENSE OF AMTRAK  
From the March 1972 Issue of WHEEL CLICKS

President Kerr has requested that REPORT reprint the following article from the March 1972 issue of the Pacific Railroad Society's WHEEL CLICKS. The information obtained and outlined in this article is of great importance to all organizations such as PSRMA which have in the past, or plan to in the future, operate cosmetic excursion trains. The article:

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"At a meeting held in Chicago on February 19th, PRS representatives were able to confer with Amtrak officials about the present and future prospects for our excursion operations, as well as on other important issues facing Amtrak. In what we felt was a very enlightening meeting, candid and frank opinions were voiced by both sides in an effort to pave the way to a better mutual understanding of our respective problems. In what follows we would like to relate to you some of the information obtained from this meeting.

"Just one week before the conference Amtrak announced that it was ceasing to consider requests for the operation of special trains for an indefinite period. Moves for which previous commitments had been made, such as the PRS special to Surf on May 21, are not affected, but for all other moves, including the proposed Bakersfield trains, approval would be withheld.

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"From first appearance, particularly in the case of the Bakersfield trips, Amtrak was giving in to the railroads and admitting that it would be impossible to continue to fight for special trains. Undoubtedly the time-consuming matter of tackling the innumerable railroad-created roadblocks weighed heavily on the decision. But there were other reasons as well. Let us consider:

"Amtrak's sales and operations departments are still quite small and relatively undeveloped. New personnel are being hired, but it is taking time to train them to the point where sufficient experienced personnel are available to handle the many requests for special trains and group moves. In the interim an attempt was made to progress all requests for both specials and group moves. We all know what some of the difficulties are with the railroads in the area of special train operations.

"With the limited number of experienced personnel, and with the difficulties posed by the railroads, it was becoming increasingly clear that there was insufficient manpower to properly handle all the requests."

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Thus the basic problems of excursion and group operations were laid out between PRS and Amtrak officials. Next month, in the second half of this article, the writer will look into the possible future of the excursion train in America.

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