



REPORT

ISSUE 94

SAN DIEGO, CALIFORNIA

MARCH, 1973

PSRMA CAFE-OBSERVATION CAR #1509 READY TO ROLL - ALMOST

Former Santa Fe cafe-observation car #1509 has arrived in San Diego and is in storage on leased track at the Marine Corps Recruit Depot. The car is in good physical condition, although a lack of use for the last couple of years has necessitated a paint job and some general cleanup before actual use by PSRMA.

Car #1509 has special significance to San Diego railfans for a number of reasons. It was used on San Diego to Los Angeles passenger operations by Santa Fe before the advent of the newer light-weight equipment. Following its sale to private ownership, #1509 was a frequent visitor to our city on special excursion operations. Among the specials using the car were fan trips to Escondido, Fallbrook, and the San Bernardino Orange Show.

Starting at the rear of the car, an open observation platform allows riders the now-unique thrill of open-air train riding. Just inside an observation-lounge section will seat 24 comfortably. A little further forward, a "formal" dining room accommodates 18 more, and the rest of the car is devoted to kitchen and pantry spaces. This is indeed luxury from a past age.

This luxury is blessed with a very functional design that can be utilized by PSRMA in a number of ways whether in excursion service or on the private Museum railroad.

PSRMA member Jack Stodelle was responsible for the arrangements of the purchase from the car's former owners.

Although this is another project that is going to require membership effort for minor maintenance and restoration, car #1509 is such a unique, and useful, addition to the PSRMA collection the opportunity to acquire her could not be turned down.

STEAM IN THE CUYAMACAS - A DAY ON THE DLP & J RAILROAD

On Saturday, April 7th, through the courtesy of Mr. and Mrs. Ollie Johnston, the Welcome Mat will be out once again for Museum members and their families to enjoy a wonderful Spring experience with steam and wood smoke in the mountains of San Diego's back country.

The DLP & J is a genuine, full-sized narrow gauge steam railroad located on the Johnstons' private summer estate. Heading the Museum's two car special train will be wood-burning 0-4-0T No. 3, the "Marie," an ex-coal mine engine rescued from dereliction by Mr. Johnston in 1966 and completely restored.

H. K. Porter Company of Pittsburgh, Pennsylvania built the 3-foot gauge No. 3 in 1901 for the Wilkerson Coal & Coke Company in Wilkerson, Washington. After Johnston acquired and restored the locomotive it was trucked to his estate in about 1970 and put into private operation as a hobby.

This activity is open to all paid up 1973 members, their spouses, and children ONLY! Capacity is limited to 60, first come-first served. Tariff is \$1.00 for adults and 50¢ for kids under twelve. Any proceeds over expenses will be deposited in the Museum land fund.

PLEASE include a stamped self-addressed envelope with your check. Sorry, but there can be NO phone reservations.

Make checks payable to "Steam in the Cuyamacas," c/o Cathie Parks, 5757 College Avenue, KK, San Diego, California, 92120. Directions and instructions will be sent to you with your tickets.

Deadline for reservations is March 31st. NO ONE will be allowed on the property without a ticket.

Join your fellow Museum members for an enjoyable informal day of narrow gauge railroading in the pines!

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

WHAT IS A RAILWAY MUSEUM?

Slowly but surely PSRMA's goal of an operating railroad museum in San Diego County is becoming more a reality than a dream.

Our Museum will be a place of legends...the smell of coal smoke and hot valve oil hangs faintly in the air. The morning sun gleams brightly on the bells and number plates of the dark, towering steam locomotives that once worked heavy trains on steel rails crossing this land we call the United States of America.....
----fade out...end of scene----

Is this a true picture of a railway museum? Operating steam trains and outdoor exhibits...? A lively debate is underway in museum circles about whether to operate or not to operate. Is it best to leave exhibits exposed and working in the elements...or cover them and present them as static displays? What's your opinion?

Concerned professional museum operators and curators, plus those numerous semi-professionals that make up the bulk of railway museum staffs, believe that preservation is a museum's primary role.

"You can't operate the relics," they say, "You can't both preserve and run the equipment. If you are going to operate, you should get something you are not going to preserve. Any operation should only be for demonstration purposes as a part of an educational program."

The educational programs are the most important part of the role that a museum has established for itself. PSRMA's selection of a blend of many static exhibits, a few operating items, and both indoor and outdoor displays is a good compromise at this time.

However, most museum facilities are hopelessly inadequate, resulting in most, if not all, of the exhibits stored outside with little or no shelter. The lack of physical plant usually becomes a museum's biggest source of embarrassment and its greatest challenge.

Most, if not all, of the major railway museums are proceeding at a fast pace to provide buildings to house and display their most precious relics. In all climates, Southern California too, the elements take their toll in deterioration.

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When a museum's railroad collection is unprotected the battle to maintain a steady preservation and restoration program is neverending. The elements always seem to be one step ahead.

In consideration of these inescapable facts, I feel PSRMA should set a high priority on protective storage for all equipment once a permanent Museum site is established.

THIS LEADS TO ANOTHER POINT TO PONDER....

At first a museum depends entirely on volunteers to maintain and restore the exhibits, to tackle the numerous new restoration tasks, and to perform maintenance on the operating equipment. But while he may have the interest, and willingness, the volunteer often does not have the knowledge or time to (for example) replace a cross-rod or strip and repaint a complete locomotive.

Restoration is an art and science unto itself. The main purpose is to restore, NOT replace.

But please, don't get me wrong here. Volunteers are needed and must be utilized.

However, only a full-time, and perhaps paid, responsible staff can be depended upon to accomplish restoration projects across the board, and to keep up with all of the many maintenance tasks. This will be most evident after the museum is open to the public.

Much of this work can be by retired workers, men and women, who possess almost lost skills in carpentry, locomotive maintenance, scroll and stripe painting, etc.

This combination of skilled volunteers and a full-time professional staff will be needed to make PSRMA's Museum a success. The dedication and enthusiasm of the volunteers coupled with the constant presence of a paid staff can accomplish wonders.

A FEW OTHER THOUGHTS ABOUT WHAT A RAILWAY MUSEUM SHOULD BE....

A museum is more than full-size equipment displays. The educational process can grow to where we have regular classes. During school terms class groups can come through by the hundreds. A Museum such as ours can be important to many

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students and serious scholars of transportation. PSRMA is starting a small library now, but there is much room to grow in this area. Perhaps, the Southwest Railway Library will join forces with us?

Additionally, PSRMA should start to think about securing working and non-working models and other historical artifacts for exhibit as well as collections of photographs and documents related to railroads.

But caution must be the byword. The very attractiveness of the railroad collection will create some problems. Vandalism, and plain theft, is a main concern and protective measures must be provided at the outset.

We are interested in seeing PSRMA museum become a truly valuable cultural and educational asset to the San Diego area. Our organization and museum must become a valuable link in the history of railway transportation.

This is a serious effort. We're not here just for fun...although we do enjoy making the effort. But it is still downright frightening to think of all the problems facing the Association, and a real challenge....

WHAT'S MY POINT...?

...to get all of us to thinking a bit. Very soon when land is acquired in Campo, California, the Ad-Hoc Museum Development Committee will begin serious planning for the phased development of the Museum facilities. The Museum must not grow without forethought. Carefully-considered projects are the only ones that can have a place in PSRMA's plans.

We cannot afford to make any serious mistakes. We must know in advance the directions we wish to go in.

Otherwise, much time, talent, and limited financial resources will be lost. None of these do we have in large supply, so we must make full use of all of our resources.

Your Board of Directors wants to hear from YOU concerning your feelings about our future.

(Next month, a brief look at the eight largest railway museums in the United States and how they developed. Can their experiences be lessons for PSRMA's future.)

FROM THE CAB

Dick Pennick, General Superintendent

Our fine old "reefer" at MCRD should have been ready for an ice pack after the treatment it received February 3rd. Long handled wire brush scrapers were used to remove the loose and flaking paint preparatory to a thorough paint removing job. A great big thanks to Dan McLean, Ron Zeiss, Vern Cook, Richard Hathaway, Jr., and Herb Ruiz for a fine job. They even had some of the ladders sandblasted.

Next assault on the car will be scheduled to begin paint removal once the necessary paint and equipment is available, probably within a month.

Also on February 3rd, Bill Newland and your Super were at Lake Morena with a bulldozer and operator donated by Ron's Equipment Company of Ramona, crushing up all but two of the old San Diego Electric Railway Class II "Exposition" cars there.

The two remaining cars are No.'s 224 and 201, the latter being the Museum's car, which will be restored to much of its former glory in the years to come.

A great many parts were saved from the cars before they were destroyed. The junked cars were: 160, 176, 187, 220, and 168 (186?). A sixth car, 172, burned accidentally several months ago.

172 was unique because it had not been painted over as had all the other cars. Therefore, all of the original gold leaf and striping, together with the builder's decal on the center bulkhead, were still pretty much as they were when the car was built.

PSRMA's No. 201 was one of 40 such cars built by the St. Louis Car Company and delivered to the San Diego Electric Railway in 1914, in time for the Panama-Pacific International Exposition the following year. All were equipped for multiple unit (m.u.) operation.

The design of these cars was so advanced that the St. Louis company built an additional car and entered it as an exhibit in the Exposition. It was awarded a prize as being the finest streetcar in the United States. With half open--half closed sections, the Class II's were a logical transition from the old "California" type cars to the all-closed cars that came later.

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On Saturday, February 17th, Bill and yours truly set fire to the junked cars and at the end of the day nothing remained but the metal. This will be cut up and sold by the Museum for scrap.

Member Wally Barber graciously donated the services of a water truck and driver for the day to keep the fires under control and to wet everything down at the end of the day.

It was a long (12 hour) day, but the job was done thanks to the efforts of some of our fine, dedicated members.

Thanks also to all who have helped on this project in the past.

But there is still work to be done. If you can operate a cutting torch, give me a call (463-2276). We will provide the gas, all we need are some fellows to use it.

MEMBERSHIP NEWS: 1973 RENEWALS ROLLING

The 1973 renewals are coming in at a rapid pace now following last month's distribution of Application/Renewal Forms in REPORT.

The latest Regular members for 1973:

CHARLES BRIAR, 4054 Georgia St., San Diego, CA 92103
FRANK COOKE, 5641 Bellevue Ave., La Jolla, CA
JOHN M. CRANSTON, 337 Pacific Ave., Solana Beach, CA 92075
ROBERT W. DAILY, 720 Broadway, Chula Vista, CA 92010
RICHARD L. HATHAWAY, JR., 417 Pomona Ave., Coronado, CA 92118
HERBERT G. KEHR, 4551 Bannock Ave., San Diego, CA 92117
STANTON W. KERR, 4164 Calavo Dr., La Mesa, CA 92041

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P.O. BOX 1209

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CALIF. 92112

WARE MARSHALL, 420 Ninth St., Coronado, CA 92118
RAOUL M. MORALES, 7306 Draper Ave., La Jolla, CA 92037
R. K. NEWTON, #27 Jaunty Mount, Basegreen Sheffield S 12,3,D,R., Yorkshire, England
B. V. PARKS, 8731 Highwood Dr., San Diego, CA 92119
WARD A. PETERSON, P.O. Box 547, Alpine, CA 92001
ERIC SANDERS, 7861 Normal Ave., La Mesa, CA 92041
MARGARET SECOR, 1316 Glorietta Blvd., Coronado, CA 92118
THOMAS W. SEFTON, P.O. Box 1871, San Diego, CA 92112
HUGH SMITH, 776 Bennet Ave., Escondido, CA 92026
RON ZEISS, 3906 Mt. Everest Blvd., San Diego, CA 92111

1973 Contributing members include:

WILLIS R. DAWIRS, 1070 Novara St., San Diego, CA 92107
PETER DUNCAN, 826 Moana Dr., San Diego, CA 92106
HELEN EDELEN, 1621 28th St., San Diego, CA 92102
R. DONALD GEELAN, 1525 W. Lewis St., San Diego, CA 92103
GANO GOLDSMITH, 1843 Narragansett Ct., San Diego, CA 92109
ARTHUR GOMEZ, 4592 Contour Blvd., San Diego, CA 92115
FRANK C. MUNSTER, 4583 Highland Ave., San Diego, CA 92115
ENID NEWMAN, 3960 Arizona St., #2, San Diego, CA 92104
PAUL SANDERS, 7861 Normal Ave., La Mesa, CA 92041
L. V. TRAVER, 4476 Saratoga Ave., San Diego, CA 92107
MILDRED J. WOODY, 2644 San Marcos Ave., San Diego, CA 92104

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