



REPORT

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

MAY 1976

NUMBER 124

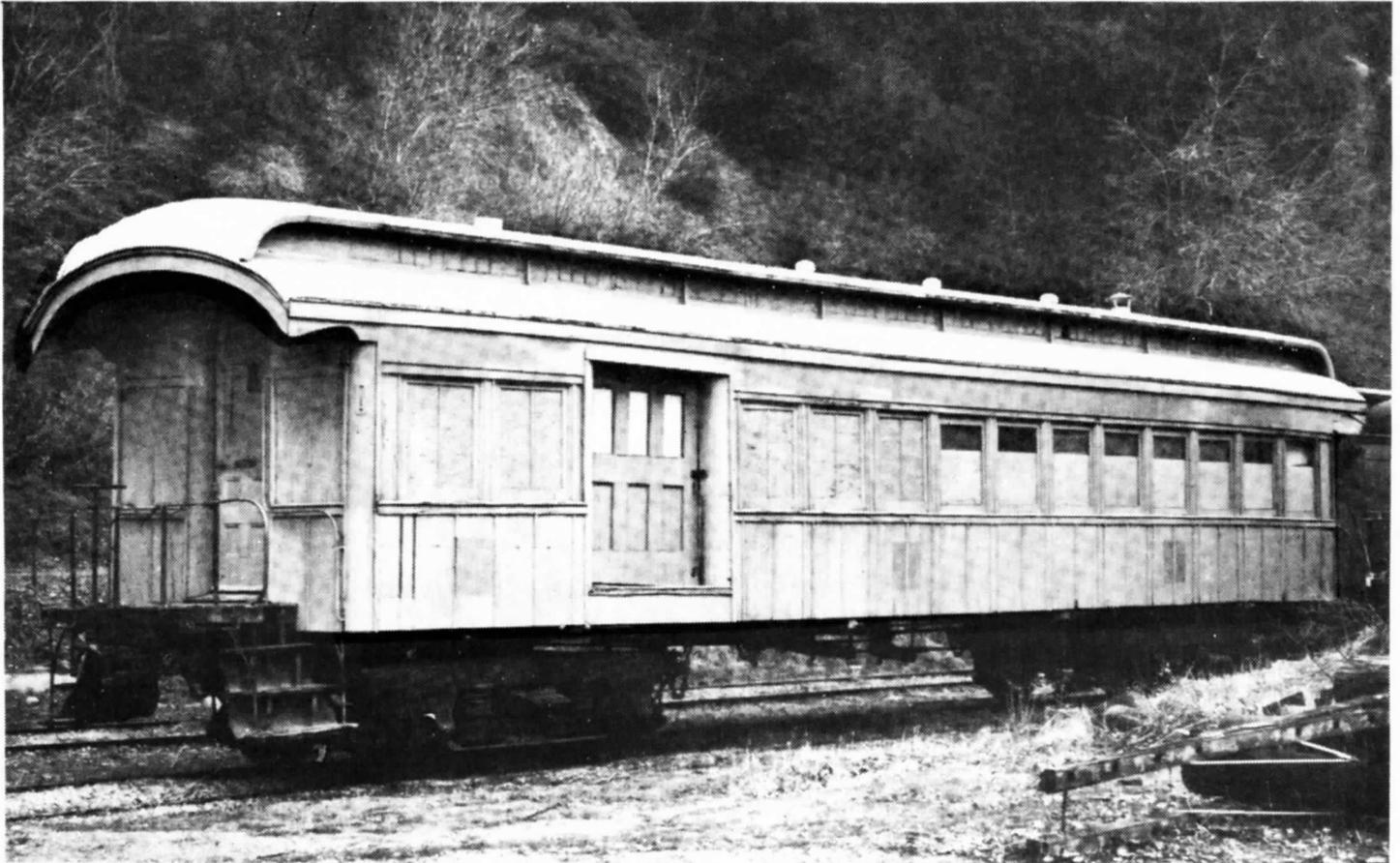


PSRMA OBTAINS HISTORIC "LUCIUS BEEBE" RAIL CAR



In the wake of almost two months of negotiations, the Museum is happy to announce the acquisition of TWO antique pieces of historic rolling stock for our burgeoning collection. The cars, both of wooden construction with open-platforms, mohair seats, truss-rods, and stained-glass clerestories, were built in the 1890's and are complete and ready to roll. The two cars were traded by Short Line Enterprises, Inc., rail equipment restorers and lessors in L.A., for our ex-Rock Island O-4-OT, which was in poor condition due to years of neglect by former owners.

Passenger-Baggage Combination Car No. 13, for many years the property of the 5 mi. Dardanelle & Russellville Railroad in Arkansas, tagged along behind slide-valve Moguls and Ten-wheelers, providing not-so-rapid transit for the local citizenry along the line. In the early 1940's when the 20th Century Fox Corporation needed authentic early rolling stock for wild west "cowboys and indians" film epics, it purchased most of the D & R's vintage



Combo No. 13

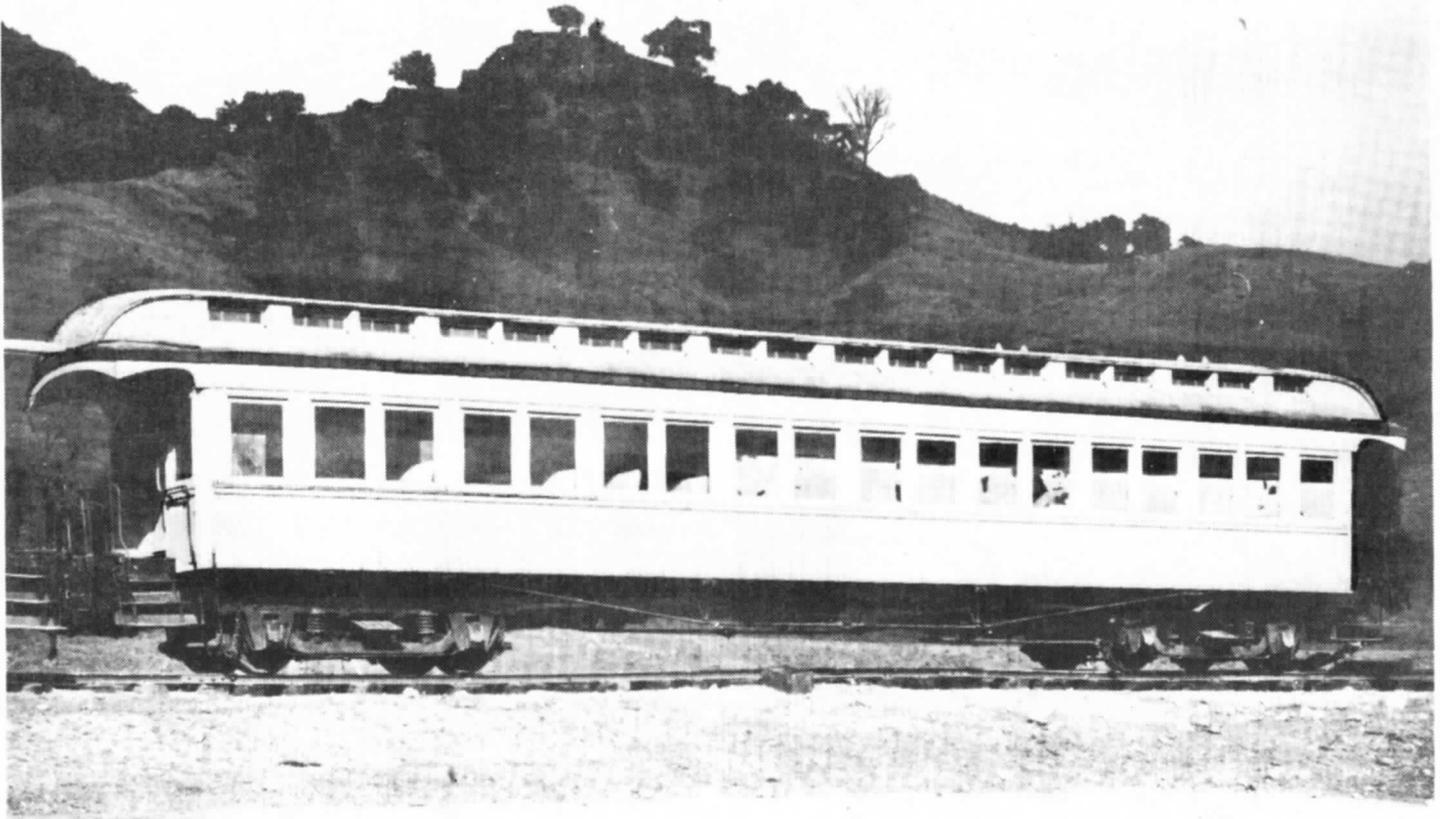


cars and locomotives, leaving behind only enough equipment to handle the daily accomodation between its namesake towns.

Since this car was used in the pre-Civil Rights South, a flimsy plywood partition separated four seats from the rest to accomodate an "blacks" who chose to ride. In a gesture the ACLU would be proud of, the Museum intends to remove this partition as it wasn't part of the original car anyway. Combo No. 13 was obviously built as a full coach originally, having been converted to a Combination car at an unknown date. The original coach windows in the present baggage section were "Blanked out" during the conversion, but the openings remain. It is likely that the Museum will make further modifications to remove all signs of the old windows, re-siding those portions to conform to a more conventional appearance. The car is 52 ft. long.

The late Lucius Beebe, well-known columnist for the New York Herald Tribune and the San Francisco Chronicle and author of almost 20 books, some of them railroad subjects, rode in the venerable car while researching for his classic "Mixed Train Daily", now a collector's item. Beebe, the so-called "social historian of the cafe society", was regarded as a dandy and a bon vivant until his death in 1966 at the age of 63. Among Beebe's literary accomplishments were a number of railroad books, most notable among them the previously-mentioned "Mixed Train Daily", "The Age of Steam", now a rare collector's item, (a copy of which your editor is proud to own, signed by the eminent Mr. Beebe himself), "High Ball", "High Iron", "Mansions on Rails", "Narrow Gauge in the Rockies", and "Steamcars to the Comstock".

On page 95 and again on page 278 of "Mixed Train Daily" are interior and exterior photos of Combine 13 when it was still owned by the D & R. In the book, Beebe describes #13 as a "beautiful old-time combine with its



three compartments panelled in rare woods and decorated with carvings and joiner's handiwork which would not be duplicated today at any cost or in any car shops."

Coach No. 14, also an ex-Dardanelle & Russelville car, is in very good condition and ready to receive its first paying passenger.

Both cars were evidently built by the same coachmaker, and each apparently is in sound structural condition, without major warps or sags in the underpinnings. The movie company removed the ornate brass kerosene ceiling lamps years ago and sold them separately for a handsome price. The small panes of colored glass in the clerestory windows have a 3-dimensional rosette design molded into the glass, and the opening and closing hardware is all brass.

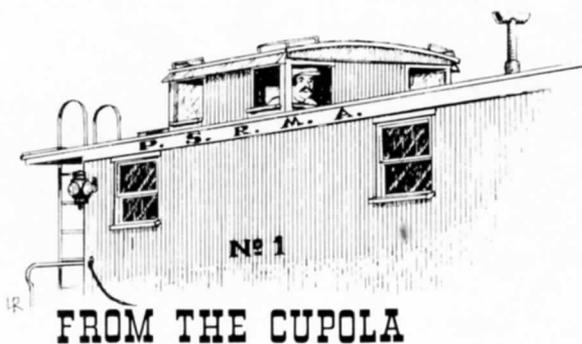
The cars could use a paint job and general cleanup, but otherwise are in operating condition. Through the courtesy of Mr. John Porter of Poway the cars will be displayed temporarily at his Poway Village steam train and frontier town complex, 14112 Midland Road. Short Line Enterprises has agreed to transport and unload the cars at Poway at their expense, and this will be accomplished as soon as the necessary paperwork is completed, possibly by the time you read this.

On the weekend of April 24th, Larry Rose and his crew laid a storage track at the Poway site to receive the cars, using rail and hardware from the Museum collection. Ties and track tools, as well as the truck and driver to transport all materials were graciously provided by member Walter H. "Wally" Barber, Jr.. Dave Martin, president of Dave Martin Materials, Santee, provided a fork lift to load the rail on the truck, delivering it to the Lakeside storage site and picking it up afterwards. Larry reports the fork lift had some mechanical problems but was better than loading the rail by hand.

The Museum is indebted to these gentlemen as well as our hard-working volunteer staff and crew for making this emergency operation successful. The time schedule was extremely tight and the work took manpower away from the Bicentennial exhibit project temporarily, but all should be pretty much back to normal by the time you read this.

STEAM & STEEL SETS ATTENDANCE RECORD AT APRIL MEETING

More than 50 members, guests and their spouses enjoyed Corky and Barbra Thomson's fine program of color sound films of steam and diesel action in the West. Featured were excellent coverages of the Freedom Train in action, as well as Sierra Railway steam, and diesels on Cajon Pass. Barbara Parker provided a delicious sheet cake, and the 30-cup coffee maker ran dry. It was around 11:30 p.m. before the last guest departed, so it seems safe to say that the festivities were enjoyed by all. Special thanks to Mr. & Mrs. Thomson for a fine program.



FROM THE CUPOLA

by

H. Chalmers Kerr, Jr., President

LAND - On March 31, 1976 the Tom Hom family regretfully informed the Association that they had decided not to do anything with their Campo property at this time. The Homs may in the future decide to sell or trade the total 700 acres as one package, including the 30 acres that PSRMA wanted to lease. The Homs respect the dedication of all the PSRMA members who are working toward the goal of establishing a railway museum and the Homs have enjoyed working with us during the past year and one-half.

To say the least, loss of the Campo site is a tremendous setback for PSRMA and

will lower our morale for a while. We all had eagerly looked forward to solving our land needs during this Bicentennial year. It certainly isn't the end of the world, although it may seem that way to many members. San Diego County is a vast area and many pieces of property exist that would meet our needs. The big problem is finding a site that we can afford.

At this time the Land Committee does not have any particular piece of property under exploration. However, two sites known to us and suitable for a static museum will be investigated post-haste. I personally feel that the Associations's long term goal of an operating museum can best be met by initially establishing an active and workable static museum in the immediate metropolitan area. Such a facility will permit PSRMA to accomplish much, such as 1) bring all of our equipment to one well protected location, 2) allow restoration to begin on all the equipment, 3) get PSRMA before the public on a regular basis, 4) make it easier for the individual member to participate when he has the time, 5) increase our membership because of the better exposure, 6) demonstration of our ability to get-it-all-together should increase donations of cash and services, and 7) give us breathing time to continue to search for the ultimate site suitable for a museum with an operating railroad.

To set up a static museum a minimum of 3 to 5 acres of flat land will be needed depending on its configuration, and an operating museum will need 30 to 40 acres (less if a right-of-way for the railroad track can exit the main museum site). All members are invited to join the land committee in its search. If you know of any property or wish to join the committee, please call me evenings or weekends at 291-4787 or 225-7326 during the work day.

Golden Age of Railroading Exhibit - Time flies by and our Bicentennial exhibit still isn't in place. Hopefully, the exhibit can be set up, dedicated and in full operation by the middle of May, giving us 7½ months exposure on the San Diego Embarcadero. We are awaiting word from the Santa Fe Railway on the movement of Locomotive No. 11 from the Naval Air Station at Miramar. Larry Rose and his crew of restorers expect to have Number 11 completely repainted and ready to roll by 15 May and the VICTORIA is now ready to go as soon as she can be lubricated. Extent of member participation in exhibit staffing and a test of public interest in railroads will be important questions answered at the end of 1976. The results of this "test" will help the Board of Directors to better plan future activities of the Association.

Big Steam Abroad In The Land - Mainline "big steam" powered excursions are thriving better than ever. Three 4-8-4's are operational - Southern Pacific 4449 now powering the Freedom Train, Union Pacific's 8444, and the

Reading 2101 which hauls the Freedom Train on eastern roads. If all works out, the Santa Fe may resurrect its 4-8-4 2925, now undergoing inspection in Cleburne, Texas. Texas and Pacific 2-10-4 610 has been restored in Fort Worth, Texas and pulled the Freedom Train between Fort Worth and Houston. The Michigan State University Club has recently steamed newly restored ex-Pere Marquette 2-8-4 1225 on the MSU campus in East Lansing, Mich. With all these thoroughbreds available for "extra" duty the upcoming decade should be a memorable one indeed.

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.O. 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

SANTA FE APPROVES COOS BAY MOVE

PSRMA staff was elated to receive approval recently from the Superintendent's office of Santa Fe's Fourth District to move our Coos Bay 2-8-2T No. 11 to the Bicentennial display site on its own wheels. Railroad mechanical forces have already inspected the engine and by the time you read this, all necessary work to prepare it for the move will likely have been done.

At this writing, Santa Fe hoped to have Miramar Naval Air Station switch the engine to the westerly end of our string of equipment and tow it back and forth for several miles with their diesel to work the new lubricant into the bearings prior to the move to town.

In a related action, plush railcar VICTORIA was also lubed by Santa Fe forces in preparation for its move to the display site across the street from the "B" Street Pier. By the time you read this, the car may already be at the site, with the steam locomotive soon to follow.

PSRMA deeply appreciates the extent of cooperation from various sources, including the Santa Fe Railway, in this endeavor.

STAFFING OF BOOTH AT GROSSMONT by Herb Kehr

To the members of PSRMA. Once again we are privileged to be able to use the brown booth at Grossmont on the 4th Saturday each month as follows: 1/24, 2/28, 3/27, 4/24, 5/22, 6/26, 7/24, 8/28, 9/25, 10/23.

If the weather should be inclement on any of these dates, naturally the booth doesn't need to be staffed. I am asking that more persons volunteer to help staff the booth this year. Too many people say "Let George do it". The problem is we do not have enough Georges in our association that are willing to help us.

I am asking each of you that can help to please call me (273-1074).

I am also in the process of preparing a staffing list for our Del Mar fair booth beginning June 22nd. The date will be upon us in no time, so be sure to give me a call as soon as possible. Also, don't forget the all-important Bicentennial train display which will need hosts each weekend through the end of the year. rgh4t1lw6gl3szezv9blf2yzxp.5ovgh8tvvg2gltvgsvi7h11m.

PSRMA CELEBRATES CINCO DE MAYO

On Saturday, May 1st, under the careful guidance and tutoring of member Barbarann Parker, PSRMA helped to celebrate one of Mexico's best known holidays at Triangle Park in El Cajon. Cinco de Mayo, or "May 5th", commemorates the defeat of the French army by Mexican patriots at Puebla in 1864.

Many booths, most selling a wide variety of foodstuffs, were sponsored by various community, Chicano, and cultural organizations, including PSRMA! Although the monetary return was nill, in fact went in the hole, it was through no fault of Barbara's or her volunteer crew. She spent many hours organizing, arranging for food, setting up helpers for the booth, making signs, and all of the multitude of little tasks that must be tended to to make any endeavor a success.

Empanadas (meat-filled turnovers) and taquitos (small rolled tacos) were the featured items on PSRMA's menu (they were delicious). There were many leftovers, so if you would like a quantity for a mexican dinner at home, contact Barbara (465-6387) and she will be happy to fix you up at a very reasonable price. She does not include delivery in the price, so be prepared to pick them up. If there is enough response, we may break even.

This kind of activity was a first for the Museum, and we had a few things to learn. The turnout was somewhat less than expected, which contributed to the poor receipts. Helping Barbara in the booth were members

Bill Hoeffler, Elizabeth Montgomery, and Nick Nichols, as well as Barbara's "Aunt Barbara" and son Charlie, and Victoria Pennick, Dick Pennick's eldest daughter.

Many, many thanks to Barbara Parker and her hard-working group. We will probably do this again, and next time we'll be more successful!

POWAY SITE OF "GANDY DANCERS' BALL"



Section Gang

by Dick Pennick
Superintendent

As reported elsewhere in this issue, approximately 120' of standard gauge track was laid on April 24th by Museum crews at Poway Village, in north Poway, to receive the two "new" rail cars.

Larry Rose, Museum Restoration Foreman, was in charge of the work, ably assisted by Ken Helm, John Will, Jim Lundquist,

Jack Linn, John Nichols, Steve Rosefeld, and Ron Milot. "Gang Boss" Rose says it was just like the old days, with one man sighting down the rail and half-a-dozen more pushing the rail into proper alignment with pinch bars and the all-important "uh!"

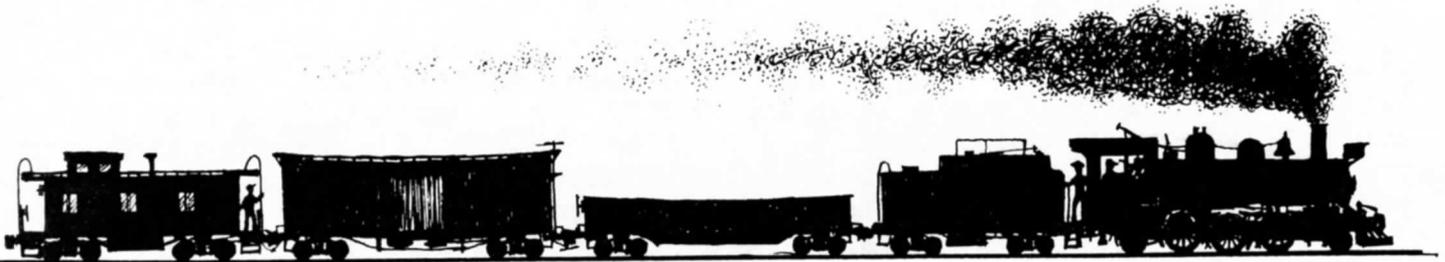
The following weekend, May 1st, Dick Pennick and his son Warren, assisted by two unidentified "volunteers" who had the misfortune of happening by at the wrong time, finished the remaining work to complete the site. One rail length of track had to be spiked into place and a 60' long decomposed granite pad prepared to the top of the rail to receive the multi-wheeled dolly the cars will come in on. Bill Simmons of Poway provided the D.G. at a reduced rate and donated the equipment and labor to spread it and prepare the pad.

Stan Garner, Vice President of Short Line Enterprises, stopped by to check the site and advised that an encroaching tree limb at the street would have to be removed. This will be accomplished within a week.

HELP US PREPARE STEAMER FOR BICENTENNIAL

Work sessions to prepare our Coos Bay steamer for the Bicentennial exhibit are still being held almost every Saturday from 10 a.m. - 4 p.m. at Miramar Naval Air Station. But it's wise to call Restoration Foreman Larry Rose (469-3064) in advance just to be sure a session is planned for the particular weekend you plan to attend.

There has been some recent concern by Santa Fe officials that the locomotive and car would not negotiate the 23 curve leading to the display site. And the three switches on the track haven't been thrown in many years, having been aligned for the pier tracks rather than our display site. A museum crew will perform this necessary work soon. The steamer is due to be moved to San Diego in a special movement about 5 o'clock in the afternoon sometime this month. Mr. Dean Bristow and Ass't. Trainmaster Gene Curtis will ride as messengers for the Santa Fe during the move.



© LR

GET IN THE P.S.R.M.A. HABIT !



AROUND THE TURNTABLE

SD & AE: Train 451, the Westbound freight from El Centro to San Diego, derailed a car in Tunnel 14 in Carrizo Gorge on April 16th. The train crew, which normally ties up in San Diego before midnight, didn't crawl in until 4 a.m. - - - Straza's private rail-car "Lady Gaye Laurel", ex-Illinois Central, ex-Black Hills Central, is back at Straza's Jet Air Engineering Co. in El Cajon. It sat for awhile upon its return just ahead of our Victoria at the Amtrak station. - - -

SANTA FE: Estimated cost to restore 4-8-4 #2925, now at Cleburne, Texas

shops, to operating condition is reported to be about \$300,000.

RIP-TRACK: Rohr's Turbo-train went out on SD & AE's "Turkey Trail" for a brief test run the latter part of April. The first units are to be delivered to the Washington, D.C. Metro via Santa Fe in time for the July 4th celebration. Altogether, seven of the new trains will be delivered, leaving about May 20th under their own power. Should be quite a sight to see! - - - Channel 10 has been offering an illustrated series on Amtrak's San Diego to Seattle run, called "Ballad of the Iron Horse". (Where have we heard that before?) - - - So you think Sherman Hill is on the U.P. line in Utah? No way. Sherman J. Hill is in El Cajon, at 1890 Winrow Rd. (If you don't believe me, check the phone book!).

The FLORENCE AND CRIPPLE CREEK RAILROAD

TRAIN SERVICE
BETWEEN
Stations on F. & C. R. R. and
R. R. Standard G.

TIMETABLE

TRAIN No. 10	TRAIN No. 8	TRAINS.	TRAINS.	TRAIN No. 1	TRAIN No. 7
8:30 A		Lv. Cripple Ck. Ar.	5:00 P	7:25 A	
		5.7 Lv. Victor Ar.	4:35 P	6:55 A	
11:00 A		40.3 Ar. Florence Lv.	2:05 P	4:10 A	
		VIAD. & R. G.			
12.4	1:15 A	5.15 P	73.2 Ar. Pueblo Lv.	12:55 P	2:40 A
1:16	2:25 A	5:35 P	117.6 Lv. Colo. Sprigs Ar.	11:25 A	2:30 A
2:32	4:00 A	6:54 P	140.5 Lv. Palmer Lake Ar.	10:39 A	12:57 A
3:30	5:10 A	7:54 P	192.8 Ar. Denver Lv.	8:45 A	12:00 M
5:00 P	7:00 A	9:25 P			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

- May 8: Restoration session, Coos Bay #11, Miramar NAS, 10a.m.-4p.m. (469-3064)
- May 10: 107th anniversary of completion of first transcontinental railroad.
- May 15: Restoration, Coos Bay #11.
- May 22: Restoration session. Call 463-2276 for time and place.
- May 22: PSRMA "Get Acquainted" booth, Grossmont Shopping Center, 10a.m.-5p.m. (273-1074)
- May 29: Restoration session, (463-2276)
- May 31: Grand inaugural run on partially restored V.&T. Ry., Virginia City, Nevada, using steam and restored vintage passenger equipment.

MUSEUM HOSTS IN DEMAND IN '76

What with the Bicentennial exhibit, the Grossmont Center booth, the Southern California Exposition, the Miramar tours, and the Puerto Penasco excursion, the Museum will have an urgent and almost overwhelming need for volunteer hosts throughout the year. We do not expect the same handful of members, many of whom are already deeply involved with other Museum activities, to carry the entire ball, so we very much look forward to participation from the rest of our 280-odd members. If everyone helps, no one is stuck with all the work. Everyday the Bicentennial exhibit is closed or the Fair booth unstaffed due to a lack of volunteers, uncounted numbers of potential members and Museum friends go undiscovered.

PSRMA, "America's Finest Railway Museum", is indeed an action-oriented group and the active support of its members is vital to maintaining the momentum in 1976 and beyond.

MORE HELP NEEDED FOR MIRAMAR TOURS

The group tours we provide at our Miramar Naval Air Station storage site are in desperate need of some assistance by more of our members.

In cooperation with Miramar's Public Affairs Office, PSRMA has opened up its rail display to organized groups for almost three years. Generally, the group contacts the Public Affairs Office to arrange a tour of the base, of which the railroad exhibit is a part, or sometimes a tour of the train only. The P.A. office then gets in touch with Linda DiGiorgio, PSRMA's Miramar tour coordinator giving her the date and time of the tour and the approximate number of persons in the group. Linda then must seek out interested Museum volunteers, generally only one, but sometimes two, to host the tour. The host generally opens up the equipment, guides the group through, provides information on the equipment and the Museum, and makes sure the group gets in and out of our rail cars and locomotives without mishap.

Necessary information is provided to each host so that, regardless of how little the prospective host may know about the display or the Museum, he or she is able to conduct a tour with some degree of authority. It's fun, educational, and a big helping hand to the Museum. If you would like to assist, call Herb Kehr, PSRMA Public Relations Director, at 273-1074 evenings.

Recent tours have included the Girl Scouts, 'Y' Indian Guides, adults from the County Mental Health Program, 5th graders from the Stella Maris Academy, and more recently, a contingent of the Southern California Model 'T' Club who showed up in their vintage autos and period costumes. These tours are not a hit-or-miss activity. They are well-organized and well-managed by Museum volunteers. But the job would be a great deal less work if more members or wives of members contributed a couple of hours a month to at least one tour. Herb anxiously awaits your call.



DO YOU HAVE A GARAGE?

WE NEED SPACE NOW! If you have an unused garage or other safe, secure storage space that would be available on an indefinite basis, or if you would be willing to contribute to the cost of commercial storage, let Supt. Dick Pennick know (463-2276) as soon as possible. The second month's rent has already been paid and by the time you read this, another month will have been paid for. We are still attempting to get one of the commercial storage outfits to donate a space, but so far no luck. If you know anyone involved with any of the numerous storage warehouse firms, please let Dick know. A call in time may save \$400!

PSRMA REPORT
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