



# REPORT

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SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

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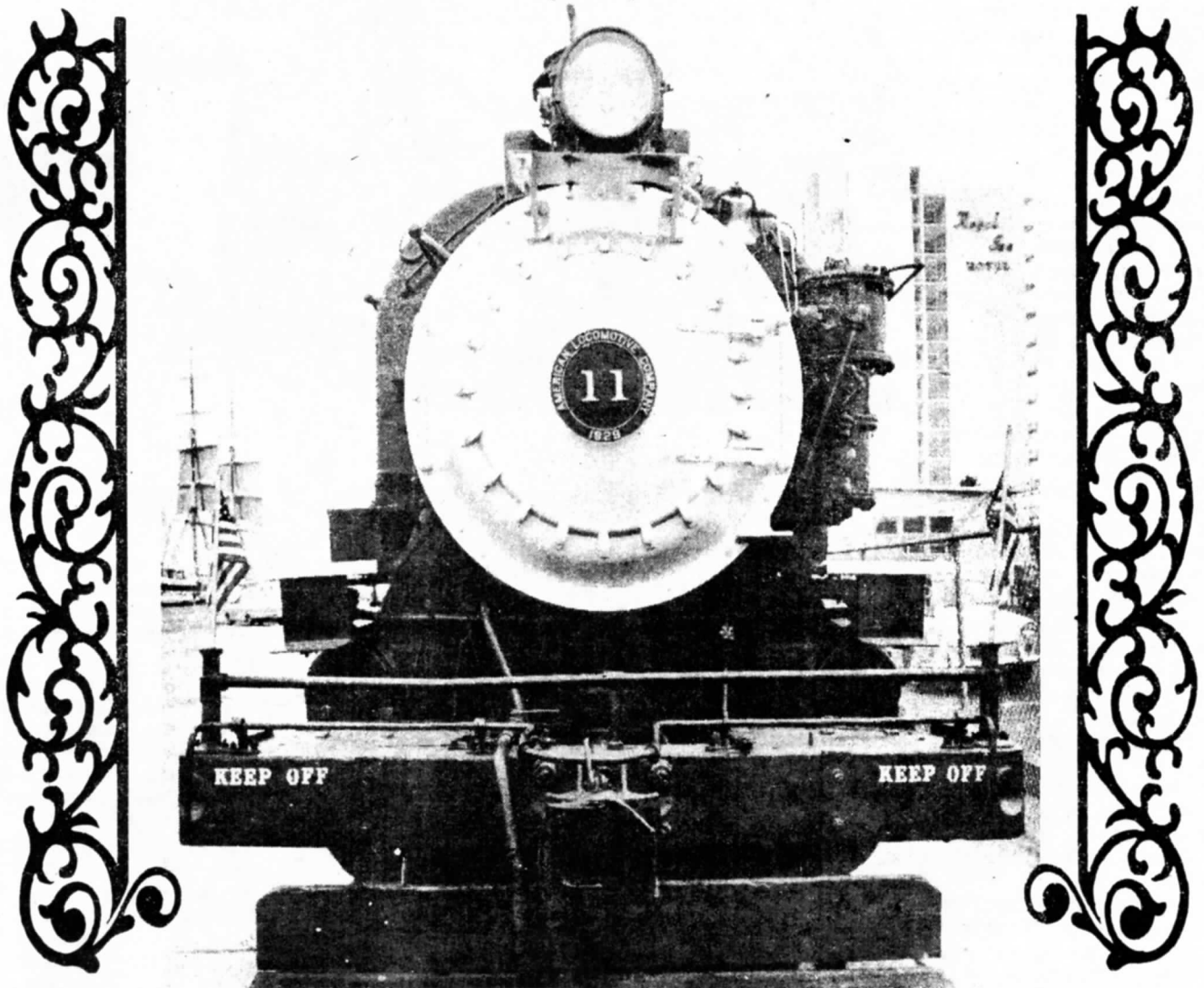


San Diego, Monday, September 13, 1976

EVENING TRIBUNE

## Railroad buffs seek area home for museum

By GUS STEVENS



**OLD NO. 11 & THE VICTORIA** — Old No. 11, a 1929 locomotive that burned oil rather than coal, and a passenger car called the Victoria, built for \$80,000 in 1927,

are being displayed by the Pacific Southwest Railway Museum Assn. on Harbor Dr. across from the B St. Pier now through the end of the year. The museum association

is looking for members, financial aid and a place where the museum's pieces can be permanently displayed. The museum association was established in 1963.

Visitors trailed in from the rear platform and wound their way into the private compartments, through the solarium and the kitchen, and they made small sounds of delight when they discovered the mirrored dining room.

"We get 100 or more people a day coming through," said Ronald Milot, 28, a graduate student who was helping out as a volunteer guide. "They may leave \$20 to \$30 a day in the collection containers."

Milot is one of more than 300 railroad buffs who are members of the Pacific Southwest Railway Museum Assn.

The group's major project this summer has been the maintenance of a Bicentennial display on Harbor Dr., across from the B St. Pier.

There rests a vintage steam locomotive and, behind it, a once-private railroad car described as "one of the nation's last mansions on wheels."

The exhibit opened June 26 and since then thousands of visitors have inspected the engine and the car, both of which have been restored to immaculate condition.

"We need support and we believe that opening our best pieces of equipment to the public is one way to get it," H. Chalmers Kerr, president of the rail museum, said.

The museum association, established in 1963, is searching for members, financial help and — most of all — a site where the museum's acquisitions can be put on display.

The association owns more than a dozen pieces of railroad rolling stock, but the locomotives and cars are scattered over almost as many different locations.

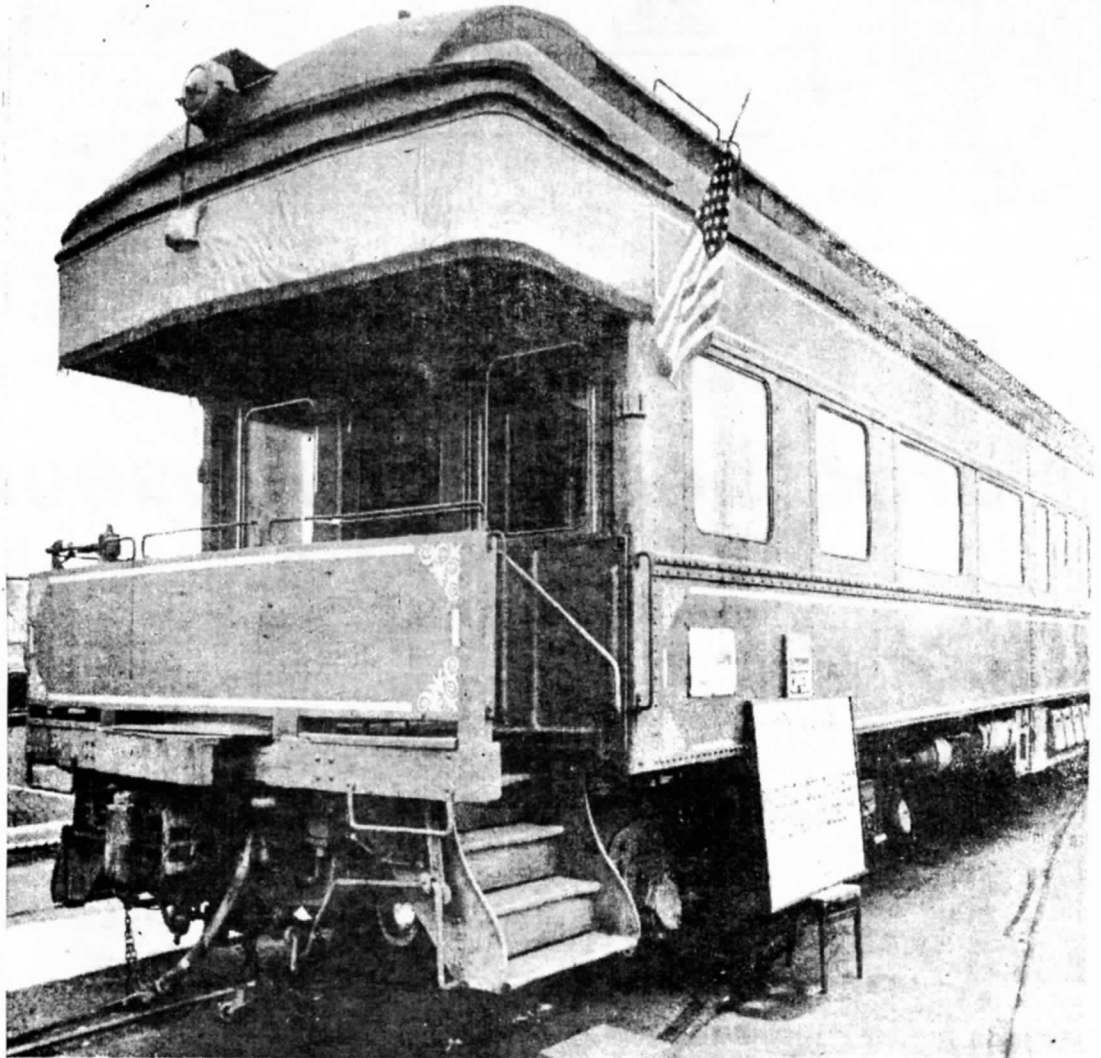
"We would really like to have 30 or 40 acres of land," Kerr, an electronics engineer who works for the Navy, said. "We'd like the property to be close enough to town that people could easily get to it. With three or four miles of track we could let people take rides in some of our cars and engines."

The rail association would settle for less.

"We'll take anything from three to 40 acres," Linda DiGiorgio, a staff volunteer, said. She and her husband, Robert, are members of the association.

"We need land, land, land," Mrs. DiGiorgio exclaimed. "We've looked at sites all over the county — even out in Campo and Jacumba.

"We want a running museum. We'd love to give children rides on a real steam train. Can you imagine what a thrill that would be for them? That's why my husband joined the association — he was homesick for the trains he used to ride in New York."



Mrs. DiGiorgio frequently leads tour groups from schools and clubs on inspections of the museum's possessions, but the task is not easy without a single home.

Where does the association keep its property?

— At Miramar Naval Air Station the association has stored a 1923 Shay locomotive, two tank cars and a passenger coach dating from the 1920s, a boxcar from the 1950s and a troop car dating from World War I.

— At the Orange Empire Trolley Museum in Perris, Riverside County, are two locomotives belonging to the association.

— At Poway are two passenger cars.

— At Cameron Corners, near Campo, is a streetcar.

— At Spring Valley are a trolley line maintenance truck and a rail bus.

— At Lakeside is the old La Mesa railway depot building.

— At the Marine Corps Recruit Depot are a passenger coach and a kitchen-dining car.

— Somewhere in France is a locomotive, a gift of the French National Railroad.

There are other pieces of equipment here and there, most of it in association members' yards or on property owned by friendly agencies, such as the Marines and Navy.

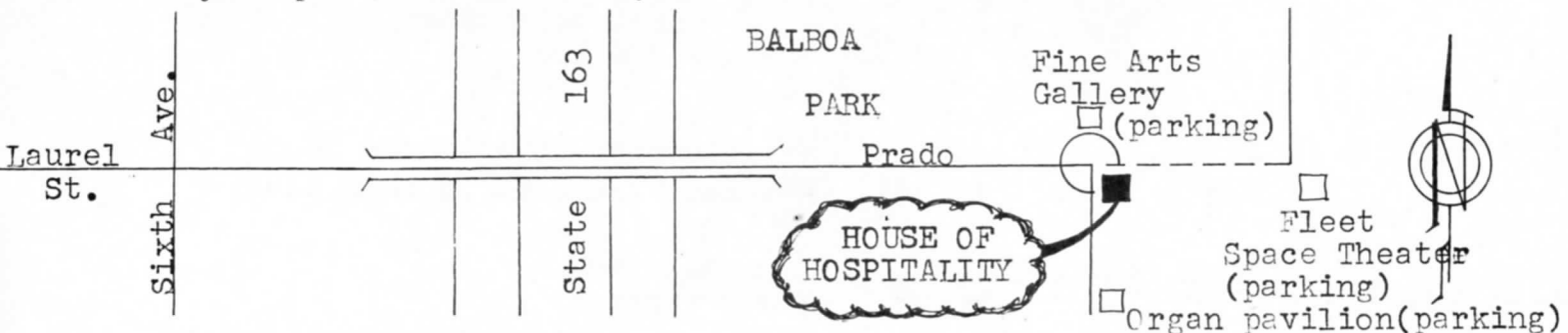
"It costs a fortune to move these things around," Kerr said, "so we're really on the lookout for a permanent home. When the Harbor Dr. exhibit closes it will cost \$600 to \$800 to have the Santa Fe Railroad return the engine to Miramar."

The association earns money from membership dues and from twice-a-year rail excursions into Mexico, which originate at Mexicali.

"Our expenses hit us hard," Kerr explained "We pay about \$2,400 a year for storage, perhaps \$1,700 for insurance and then there's the cost of the newsletter which goes out to all members."

# CENTRAL AMERICAN STEAM SPECTACULAR OCT. 29th

Make your plans now to join us for PSRMA's last quarterly general meeting and election of 1977 officers, Friday evening, OCTOBER 29th, 7:30 p.m. The location is the La Sala Room of the House of Hospitality, Balboa Park (see map). Plenty of free parking within walking distance. If you need a ride, give Gen. Manager George Geyer a call (234-0555) and he will try to team you up with someone in your area.



On this special evening, we are exceedingly fortunate to have as our program guest Dr. Dan Marnell, railroad bookseller and world traveler when he's not practicing medicine. Dr. Marnell, a Museum member, will present a narrated color-slide program of narrow-gauge steam in Central America. See teakettle 4-6-0's and 2-8-0's tiptoeing lightly over uneven 55 lb. rails through the plantations of El Salvador and Costa Rica. See link-and-pin couplers and open-platform wooden coaches built in San Francisco in the 1880's and still in daily service in the 1970's! Watch post-War Baldwin 2-8-0's and 2-8-2's, and German Krupps jerking 3' gauge tonnage through the mountains and jungles of Guatemala.

Don't miss this outstanding program. Mark the date: Friday, October 29th, 7:30 p.m. And if you haven't yet mailed your ballot, be sure to do so in time to be received by this date. **SEE YOU THERE!**

## GREAT NEWS: "GOLDEN AGE OF RAILROADING" EXHIBIT TIME EXTENDED

Some of the best news to come our way in some time was the recent announcement by the Port of San Diego that our railway exhibit on the Embarcadero can remain at that location through 1977, possibly longer. This is particularly gratifying since Museum members and staff have really put a great deal of work into the display to make it one of the feature attractions in the San Diego area. Also, since the Santa Fe Railway has increased the rent for the storage track at the depot 100%, we are in no particular hurry to return the Victoria to its former berth. How this higher rent will affect the Cyrus K. Holliday is not known at this time.

Hard working PSRMA staff member Jim Lundquist reports that staffing of the exhibit, although never a simple job, has been largely successful and certainly rewarding for the Museum as well as for the staffers. We continue to see a lot of the same names on the staffer list, and it is hoped that other members will set aside a day or two each month to help greet the many guests and dispense brochures and flyers on the display and the Museum. It really can be a satisfying experience. You meet some of the nicest people!

Exhibit hosts since the last report, according to Jim, are as follows:

Cecil Badman  
Jim Cooley

Bernice Duckworth  
George Geyer

Bill Hofer  
 Frank Kearney  
 Herb Kehr  
 Carol Lande  
 Jack Linn  
 Jim Lundquist  
 Ware Marshall  
 Maryann McVeagh  
 Ron Milot  
 Liz Montgomery  
 John Nichols  
 Alice Parker  
 Jo Pressnall

Donna Regan  
 Anita Rhein  
 Tanya Rose  
 Steve Rosefeld  
 Janice Sanders  
 Bob Scudder & wife  
 Rob Sides  
 Mickie Sides  
 John Swanson  
 Teresa Tanalski  
 Corrine Tenkanen  
 Bob Wilson

What a great bunch of people! Your voluntary efforts are deeply appreciated. If you haven't yet staffed, add your name to this list by calling Jim at 466-8405.

### LUNDQUIST NEW CIRCULATION MANAGER

Because of the heavy commitment she has made to the Puerto Penasco rail excursion, Barbarann Parker has been forced to relinquish her duties as REPORT Circulation Manager. These duties have been absorbed by Jim Lundquist, who is finding it hard to say "no" when jobs need doing. So if you don't get your issue, you know who to call, right? Certainly our fine Post Office Dept. wouldn't be the culprit!

### SEATS STILL AVAILABLE FOR FUN\*FILLED TROLLEY TOUR



If you haven't already sent in your reservation for the San Francisco trolley car tour October 23-25, 1976, be sure to do so. That 1912 streetcar won't be operated forever, and you never know when a special trip like this one will be the last. Deadline for reservations is October 9th. Call 234-0555 or 298-8447 for information.

### PUERTO TO RUN NOV. 13th

by Eric Sanders, Chairman, Excursion Comm.

The gala to end all galas each year is the annual running of the "Fiesta Special" excursion train to the quaint shrimp and tourist resort town of Puerto Penasco, on the Gulf of California in Sonora, Mexico. If you are a member or on one of our mailing lists, you have already received a flyer. A word of caution to first-timers: due to the extreme popularity of this trip, it is strongly suggested that you make your reservations just as early as you possibly can. We have had to turn away many in past years because they waited too long. This special excursion train is truly an unforgettable experience. Call 465-6387 for additional information.

A "Christmas in Penasco" trip is scheduled for December 27-28. This event includes two evenings at the Hotel Villa Granada in Puerto Penasco and rail travel on regular trains both ways. A bus tour or two are planned in Penasco. Brochures will be mailed soon. Call Eric Sanders (469-1288) if you're interested, or write him at 7861 Normal Ave., La Mesa 92041.

Excursion Committee members - and others who assist - are to be commended for the fine job they're doing, For work accomplished in past months and for work now underway. Many thanks to these fine folk!





**ELEGANCE** — The mirrored dining room of the Victoria, a once-private railroad car described as

“one of the nation’s last mansions on wheels.” — Photos by Jerry Windle, Tribune staff

# Bufs seek home for rail museum

CONTINUED FROM PAGE 2

The exhibit on Harbor Dr. has been a success.

"More people know about us now," Milot said. "And we hope some of the people who have come through here will sign up as members or for our Mexican excursions."

The exhibit, which is expected to remain at the site until the end of the year, features a 1929 locomotive designed to burn oil rather than coal.

It is old "No. 11," a "saddle-tank" Mikado-type locomotive, so named because of the arrangement of its wheels. Until it was replaced by a diesel, No. 11 hauled logs in the forests around Coos Bay, Ore. Georgia-Pacific Corp. donated the locomotive to the museum in 1968.

It is a shiny black today, with silver trim and red control handles inside the cab. On its flank is painted: "Coos Bay Lumber Co."

"We sandblasted it down to the original paint," Kerr said. "Down to the original lettering which was just as it came from the factory. We were able to restore it to that same condition, which is what we want to do with all our stock."

The passenger car in the exhibit is called the Victoria and it cost \$80,000 to build in 1927, when the Pullman Co. did the job.

It was designed for private party use before the era of the corporate jet airplane and for many years it toured the nation carrying entertainers, tycoons and political dignitaries. President Roosevelt used the car in 1935 while campaigning for his second term.

The car eventually was retired for 17 years, until it was bought by John Cuchna and Steve Sourapas, two San Diego beverage distributors, who restored the car to its original elegance.

For several years the car was kept on a siding in the Santa Fe Depot yard, just off Broadway. Two years ago Cuchna and Sourapas donated the car to the museum.

Today it is painted blue with gold trim. There are four sleeping compartments, the kitchen, dining

room and a solarium lounge.

Despite the plush couches in the lounge, the cunning folding conveniences in the bedrooms and the compact kitchen with its heavy iron stove, the dining room's elegance draws the most applause from visitors.

A crystal chandelier hangs from the center of the ceiling and there are mirrors on all four walls. There are fancy built-in cabinets, velvet curtains, a candelabrum on the wall and chairs for eight around the central table.

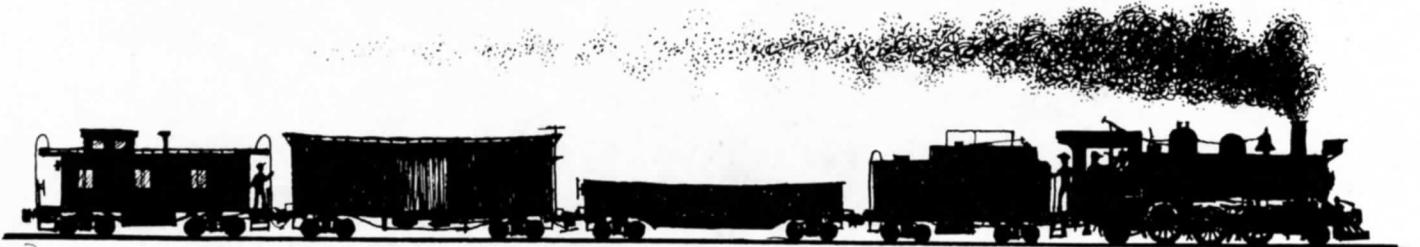
The museum members would like the elegant car to be the centerpiece for a spacious, living, railroad museum, all together — collected from points ranging from Cameron Corners to a remote rail siding somewhere in France.

(Reprinted by permission of the  
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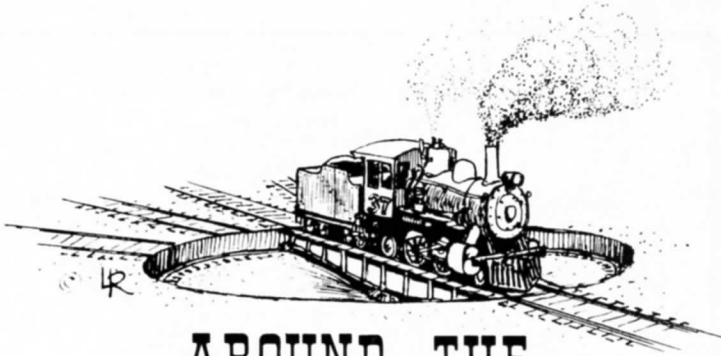
(Editors Note: Columnist Gus Stevens, who wrote the above piece, also wrote an interesting illustrated story about the present-day San Diego & Arizona Eastern Ry. for the Evening Tribune last June 14th).

## MUSEUM PHONE STILL THE SAME. PRINTER GOOFS

When the last batch of yellow Museum brochures was printed up not too long ago, a new printing house was used because the usual one was closed for vacation. When the brochures were picked up, all seemed to be in order. Then one day Linda DiGiorgio calls up and says some irritated people have called her to complain that the wrong Museum phone number was listed in the brochure. It was printed as 280-1871 instead of 1781. So, with many thousands of the blemished brochures on hand, the only thing to do is sit down whenever you have a few minutes and hand-correct them. Happy correcting!



by DICK PENNICK



## AROUND THE TURNTABLE

of mountain and desert roadbed, was hit extremely hard. Many of the 24 miles of track between Jacumba and Ocotillo were either washed out or severely damaged. Two bridges in the Carrizo Gorge were lost and several tunnels were closed off by landslides. The famous 186 ft. high, 600 ft. long curved timber trestle just north of Tunnel 15 was spared. The low timber trestle just south of Interstate 8 north of Jacumba was washed out by a wall of water 2½ ft. high and a mile wide. Out on the desert floor, the wrath of the cascading waters was unbelievable. The flood took out 150 ft. of a trestle 3½ miles west of Ocotillo and left much of the remaining roadbed between the foot of Mountain Springs Grade and Plaster City ripped and mutilated. SD & AE freights 451 & 452 were turned back on Friday. Also, many sections of the U. S. Gypsum Co.'s 25-mile stretch of narrow gauge railroad north of Plaster City were washed out. More heavy rains on the 23rd halted seven westbound Southern Pacific trains at Yuma because of washouts between Bombay Beach and Niland, the route of the American Freedom Train when it left So. Calif. At present, only the top six seniority crews are working on a regular basis, with the remaining crews picking up one or two runs a week and subsisting on unemployment for the remainder. The only trains running at the present are the Plaster City local, originating at El Centro (the crews say the roadbed on this stretch is so soft that it's a real roller coaster ride), the El Cajon turn, one yard switcher, and an occasional extra to the South Bay. All through trains have been grounded since Sept. 10th. No repair work to the line has been initiated, awaiting the outcome of an appeal for Federal aid. If enough money is forthcoming, and if Southern Pacific (owners of the SD & AE) management foresees a bright freight future, especially for the bulk wheat traffic, the line will likely be rebuilt. If these factors do not materialize, the future of the historic "San Diego Short Line" may be bleak indeed. Richard Hall, Assistant P.R. Manager for S.P. in L.A. said the railroad has laid off no workers and shipping service has not been interrupted. They have been contracting with the Santa Fe for the routing from San Diego to L.A., thence east via S.P. through Indio. S.P. officials estimate the repair bill to be in the neighborhood of \$1-1.25 million. Hall said "the alternatives are to go ahead and spend that amount of money, or petition the I.C.C. to abandon the line". ---- La Mesa Branch has been extended to within 25' of Bradley Ave. in El Cajon, due to rail-oriented development in the S.P.-owned Sequoia Pacific Industrial Park. Track may someday be extended into Gillespie Field and beyond but not necessarily under SD & AE banner. Plans for crossing signals on Bradley are already being studied.



ConRail's new paint scheme for locomotives — a steel wheel on a steel rail, in blue and white — was photographed at the corporation's Collinwood shops at Cleveland, Ohio.

REPORT

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

Richard E. Pennick, editor  
 Barbarann Parker, 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.

Pacific Southwest Railway Museum Association, Inc.

FINANCIAL REPORT  
 (to be printed in Report)

JANUARY 1, 1976 TO JUNE 30, 1976

I	BEGINNING BALANCE		\$ 2,991.92
II	RECEIPTS		
	Dues - regular	725.00	
	Dues - contributing	160.00	
	Excursions	17,815.92	
	Donations		
	Not specified	131.00	
	Raffle	33.00	
	Sefton Foundation (maintenance grant)	200.00	
	Bicentennial Exhibit donations	1,223.82	
	To purchase Car 1509	30.00	
	To purchase Santa Fe ticket dater	25.00	
	Other	47.00	1,689.82
	Installation Dinner ticket sales	560.50	
	Loan to purchase ticket dater	65.00	
	Other	48.00	21,064.24
III	TOTAL		\$ 24,046.06
IV	DISBURSEMENTS		
	Public liability insurance	682.83	
	Restoration projects	36.34	
	Repair and maintenance of equipment	306.81	
	Printing of Report and membership material	436.55	
	General meetings: cost of Installation Dinner, rentals	627.60	
	Cost of excursions (almost all costs)	16,145.90	
	Rental of So. Calif. Expo booth	190.00	
	Bicentennial Exhibit costs: switching, brochures, display items, repairs, propane)	658.54	
	Cost of ticket dater	32.50	
	Office expenses (postage included)	347.53	
	Telephone (all telephone except excursions)	247.18	
	Track leases, storage	1,637.00	
	Debt retirement (Car 1509)	448.30	
	Railcar Inc. income tax	208.00	\$ 22,005.08
V	ENDING BALANCE		\$ 2,040.98

Respectfully submitted,

Eric Sanders, treasurer

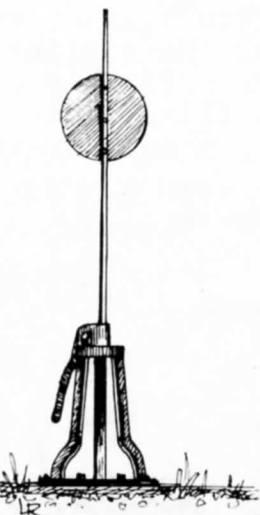
NOTE: Part Two of this report will follow.

**LATE NEWS ITEM:** Universal Studios plans to begin filming segments of "McArthur" Oct. 21-22 at San Diego station using PSRMA's car VICTORIA.

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