

REPORT

Of the Pacific Southwest Railway Museum Association
Lemon Grove, California

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E. J. LAVINO NO 10 TO BE STEAMED UP

Yes, E. J. Lavino and Company's No. 10, an O-6-OT coal burner, has arrived at Perris. She will be all fired up and steaming happily at the Orange Empire Trolley Museum on February 25, in connection with OET's anniversary. By the time you receive this publication the state inspector will have looked the ten spot over and a work crew will have moved the locomotive from Santa Fe track onto that of the museum's. The engine arrived at Perris on Tuesday, January 31, after a 2100 mile journey.

The locomotive departed from E. J. Lavino and Company's Sheridan, Pennsylvania plant on its own wheels and was loaded on a flat car at Reading, Pennsylvania, for the long trek west. At San Bernardino the engine was unloaded and back on its own wheels for the final lap to Ferris.

Museum members recieved quite a shock when the engine arrived in San Bernardino with many parts missing, such as whistle, builder's plates and other small appliances. To avoid the possibility of theft and vandalism, these parts were removed before shipment of the locomotive. They were all safe however, tucked away inside the smokebox of No. 10.

A work party under the direction of General Superintendent Hayward will be laboring away on February 11 and 12 at the not so easy task of leap frogging the engine from the end of track to OET.

We hope that you were there to help with the moving of the engine, and even more hope you can be there to see her in action on February 25, when PSRMA fires up a locomotive for the first time.

MEETING AT NEBO HALL

The February meeting of the Pacific Southwest Railway Museum will be held at Nebo Hall, 4726 Nebo Drive, La Mesa. The hall is located directly below the La Mesa Model Railroad Club. The date is February 19, 1967, at 7:30 p.m.

A grand time was had by all at the January meeting. Officers were installed, and a good meal consumed before the real treat of the evening. Two movies were shown of various operations within the vast Santa Fe system. The first to be

FEATHER RIVER RAILWAY DONATES ENGINE

It looks as though Friday, the 13th, was our lucky day. On that day PSRMA president Terry Durkin was notified that the Georgia Pacific Corporation had donated shay number 3 of the Feather River Railway to the museum.

Because this locomotive must be placed on exhibit, it, too, will be placed at Perris for the time being.

The shay was built by Lima in 1923, shop number 3221. It weighs 204,704 pounds, is oil burning, and has a water capacity of 40,400 gallons.

Sorry we do not have a picture of this locomotive to print in this issue. If you have back issues of Trains Magazine, a picture of the 3 may be found on page 10 of the September, 1965 issue.

The locomotive's last monthly inspection was in 1966 and it was last used in 1965.

MEETING CONTINUED

shown was a good representation of the various services offered by the Santa Fe. The subjects ranged from Automobile traffic to the installation of Welded rail.

The other flicker showed the two methods employed by the Santa Fe to weld standard 39 foot rail sections into the 1440 foot lengths used in most ribbon rail installations.

Have you ever wondered how the air brake system worked? Your editor will try to explain it at our next meeting, time permitting, and if he can finish making some charts to graphically show basically what happens in the brake system. By-laws changes should be presented for vote by members in February.