

Report

of the Pacific Southwest Railway Museum Assn, Inc.
Lemon Grove, California

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GEORGIA PACIFIC NUMBER 11 ARRIVES

Georgia Pacific's Coos Bay Timber Division Number 11 arrived in San Diego on Saturday, August 3. The locomotive, a 2-8-2 tank engine, was shipped from Powers, Oregon on July 17. The locomotive had quite a trip coming down. It began the journey on its own wheels and arrived on a depressed flat car.

NOMINATIONS AND ELECTION OF OFFICERS

As provided for in our by-laws nominations for officers for the year 1969 were accepted at our July business meeting. Due to the small number present and small number of persons nominated the members on hand agreed that nominations should remain open to allow nominations to be accepted by mail.

Nominations will be accepted by mail until September 15, 1968, and may be mailed to Report Editor, PSRMA, 2418 Edding Dr. Lemon Grove, California 92045.

For those who will be unable to attend our general meeting on October 20, 1968, for the purpose of voting may obtain an absentee ballot by mailing a request to the above address. All mail ballots must be returned to the above address prior to the October 20, 1968, meeting.

The following nominations were accepted for 1969 officers:

For president: Richard Pennick

For vice President: Jerry Windle

For secretary: John Hathaway
Thomas W. Matson

For treasurer: David C. Hobson

For director: George Geyer
H. C. Kerr
Terry Durkin
Robert DiGiorgio

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The 2-8-2 was originally routed via SP and SD&AE to San Diego. All this was changed after the locomotive was involved in a derailment 3 miles west (south) of Eugene, Oregon on July 20. At this point the SP felt that it would not be practicable to continue moving the engine on its own wheels because of suspected damage to driver journals.

After the derailment the routing of the locomotive was changed to Espee and Santa Fe to San Diego.

The 2-8-2 was unloaded on August 8, and now is near the shay on Entlow Spur.

NUMBER 11 NEARLY READY TO FIRE UP by Robert DiGiorgio

PSRMA's newest acquisition, ex-Coos Bay Lumber Co. number 11, has come substantially closer to that day we're all looking forward to, its first operation with PSRMA.

The 2-8-2T arrived Saturday, August 3, and remained on a depressed center flat car for a week while Southern Pacific decided whether or not they would have it hauled to their shop for repair of a driver journal damaged in a derailment outside Eugene, Oregon. But the Espee's inspector decided that the scored journal was not serious enough to cause any trouble, and the road declined to repair it.

On Thursday, August 8, the locomotive was lifted off the flatcar by three 50-ton cranes belonging to Owl Crane Co. The lift-off was done at the Tenth Ave. Marine Terminal, as there are no overhead wires there to foul in the cranes. The
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