



# REPORT

ISSUE 84

SAN DIEGO, CALIFORNIA

NOVEMBER, 1971

## PSRMA ELECTION

Some new faces, some old faces, and a couple of returning old friends were the outcome of the recent PSRMA General Election for next year's Board of Directors and Review Committee.

Re-elected to President was H. C. "Chop" Kerr, Jr., on an uncontested ballot. Also running unopposed was George Mazzara for the office of Vice-President and General Manager. George is a newcomer to PSRMA's executive staff, and it is always nice to see new faces.

For Secretary, John Hathaway was elected in a two-way race. John is currently on the Board as the Representative from the Advisory Committee. Dave Hobson will return as Treasurer in 1972 after a one year absence from the same post.

Another former Board Member was elected to the 2-year Board Member at Large term. Walter Barber, Jr., has held various executive positions in the past, although he has not been on the Board for the past two or three years.

And filling in the remaining one year of Bob DiGiorgic's term as Board Member is newcomer B. V. Parks.

The 2-year-2-month term on the Review Committee went to Vern Cook while the 3-year term on the same Committee went to Dan Marnell. Both of them ran unopposed.

So it looks like a good year in 1972 for PSRMA. We still have experienced people on the Board, yet they are very evenly balanced by a group of new faces who will bring in new enthusiasm and new ideas.

Incidentally, Board Meetings are held the first Tuesday of every month, in the Trust Room of the downtown office of San Diego Trust & Savings, at 7:30. All are encouraged to attend.

## SOUTHWEST CORNER

Believe it or not, passenger service in and out of San Diego is scheduled for improvement in service! Beginning November 14th three trains a day each way will run between here and Los Angeles. Currently only two trains make the run seven days a week, with the through service to Seattle originating only on Sunday, Wednesday, and Friday.

But beginning on the 14th, the days the Seattle train does not run, through

### Amtrak



#### LOS ANGELES - SAN DIEGO

chair car service to Oakland will be available on the third daily train. The times for some trains will change on the same day, with early trains leaving both San Diego and Los Angeles in the morning and late trains arriving in the evening. For Amtrak's Los Angeles patrons this will make possible a leisurely one-day trip to San Diego via train with plenty of time to visit the Zoo, Sea World, or just tour. The same is true for those in San Diego who want to visit Los Angeles for a single day without driving.

On page 2 is a copy of the new schedule that goes into effect on November 14th of this year.

In addition to the increased service into the San Diego area, there have been rumors Amtrak is going to reinstate the former Union Pacific LA-Chicago run.

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# SOUTH WEST CORNER

(continued from page 1)

## LOS ANGELES - SAN DIEGO (Effective November 14, 1971)

<u>76</u> <sup>1</sup>	<u>78</u> <sup>1</sup>	<u>12</u> <sup>2</sup>	(Leave)	(Arrive)	<u>13</u> <sup>3</sup>	<u>77</u> <sup>1</sup>	<u>75</u> <sup>1</sup>	
8:00A	10:00A	7:15P	↓	LCS ANGELES	↑	9:55A	6:55P	9:40P
8:40	10:40	7:55		Fullerton		9:05	6:05	8:50
8:58	10:58	8:13		Santa Ana		8:48	5:48	8:33
9:26	11:26	8:41		San Clemente		8:15	5:15	8:00
9:53	11:53	9:08		Oceanside		7:54	4:54	7:39
10:15	12:15P	9:30		Del Mar		7:31	4:31	7:16
10:55A	12:55P	10:10P		SAN DIEGO		7:00A	4:00P	6:45P

- <sup>1</sup> Trains #75-78 are daily trains to and from Los Angeles.
- <sup>2</sup> Train 12 serves Seattle with chair and pullman service on Tuesday, Friday, and Saturday. On Monday, Wednesday, Thursday, and Sunday Train 12 features chair service to Oakland.
- <sup>3</sup> Train 13 arrives from Seattle on Friday, Sunday, and Wednesday. On Monday, Tuesday, Thursday, and Saturday arrives from Oakland.

## 3-FOOT LINES

COLORADO...1970. The future of the narrow gauge looked very grim. Flooding in the Animas Canyon had washed away miles of track and roadbed of the Silverton branch of the Denver and Rio Grande Western. The railroad, having tried repeatedly to abandon the line, now had the opportunity to do so in the face of major repair bills.

Further south Colorado and New Mexico had scrapped together over \$500,000 for the purchase of the abandoned D&RG line from Antonito to Chama. The price included track, engines and cars. Unfortunately, there was no money left to repair the roadbed or equipment, much less to actually operate the line.

COLORADO...1971!!! Major miracles have since taken place. The D&RG decided to repair the Silverton branch. The railroad, which has operated the line consecutively since its completion into the booming mining camp of Silverton in the early 1880's, attempted to abandon the branch a decade ago. Since that unsuccessful attempt, the Silverton run has gained in popularity as a tourist attraction and with the restoration of the roadbed and line has since been open to sellout crowds.

(more text on page 4, column.1)



DURANGO, COLORADO

NARROW GAUGE STILL EXISTS IN DURANGO AND CHAMA  
CHAMA, NEW MEXICO



# MEMBERSHIP

Just for the sake of idle curiosity, and to throw a few numbers around, let's take a look at how PSRMA's membership breaks down. A new roster as of October 1st has just been compiled and this fairly accurately shows us what our maximum membership for this year is going to be. All members who join after the first of October are considered 1972 members.

Probably the one question of most interest is how many of our members are actually willing to actively participate? Out of 66 Regular members, 47 checked the first box of the Application-Renewal Form stating they are willing to participate. This is a very respectable 71% of our Regular membership. The figure is not surprisingly lower among the Contributing members. Out of 83 \$3-a-year members, 34 indicated they are willing to work. This rate of 40% just among the Contributing members is heartening in itself. That is nearly 55% of the entire membership when both types are consolidated.

Staying with the consolidated membership, let's go down the whole list of selections on the form to see how they tally out in percentages:

## INTERESTS:

Steam.....	53%
Traction (Trolley).....	22%
Diesel.....	22%
Historic Displays.....	20%
Other.....	see article

## AREAS OF PARTICIPATION:

Construction/Restoration.....	19%
Maintenance.....	14%
Railroad Mechanic.....	9%
Locomotive Crew.....	23%
Train Crew.....	19%
Streetcar Crew.....	10%
Ways & Means.....	7%
Land Committees.....	5%
Excursion Operations.....	26%
Film Festival.....	15%
Publications.....	11%
Museum Office.....	6%
Other.....	see article

(continued on top of next column)

A few other areas of interest listed by individual members included documents, books, and pictures; interurbans (Pacific Electric), San Diego & Arizona Eastern among other local railroads; and passenger equipment.

Based on earlier membership forms, there were four members who checked the "paperwork" box. The newer forms break this down a little more. One member expressed an interest in working in the field of equipment acquisitions, while another offered typing service.

We'll still have to put a few qualifications on the accuracy of this small survey. First of all, a few members have not yet returned a completed form. While they're included in the 149 total members there are no indications from them where their interests lie in the numbers. Also quite a few members returned the form but merely filled in their name and address. While this probably does not affect seriously the accuracy of the participation areas, the areas of interest may be a little off without this information.

There are a couple of disappointments in the numbers. The two most critical problems facing PSRMA received the lowest indication of membership interest. These are, of course, Ways and Means and Land Committees. Our most obvious major goal is land acquisition and it is beginning to look like we may have to purchase this land with cash. And even if we were to receive a parcel of land gratis, it is going to take a strong Ways and Means operation, to raise the capital to begin construction of a Museum.

It must also be understood that a number of members checked a majority of the boxes in the participation area of the form. This is fine...it shows a real interest; but, it must be remembered that these people cannot be spread too thinly. If a person checks the Maintenance box and the Publications box, then becomes quite involved with Maintenance projects, he obviously is not going to have too much time left over for Publications. This is another reason why we must encourage participation by more members.

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The Cumbres and Toltec Scenic Railroad rose out of the dust when volunteer workers arrived to restore and replace the roadbed between Antonito and Chama. On Memorial Day the first train chugged its way over Cumbres Pass to Chama. Using converted boxcars for passenger cars, the line operated to sellout crowds each weekend of the past summer.

As the year draws to a close and the tourist season has ended in the Rockies, each railroad reports phenomenal success. The D&RG has surpassed its 1970 passenger count even though the line started its second section late in the season and ended it early. The newcomer C&TS also reported a successful initial season.

When the idea had first come up to try and save the Antonito-Chama line many felt the D&RG and the C&TS would be in direct competition against each other for the tourist-railfan, but this has proven wrong. Rather, the two lines, separated by only 100 miles, complement rather than detract from each other. The mountainous C&TS line provides an interesting scenic contrast to the Silverton line which skirts high above the deep canyon of the Animas River.

So it appears that in the coming years the smell and sound of narrow gauge steam in the Rockies of southern Colorado and northern New Mexico will be a living memory...not something in a book, but something real and alive.

It behooves any dedicated railfan to try and include these two authentic attractions in his summer itinerary.

**PSRMA Report**  
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## WORK PARTIES

A small, dedicated group consisting of Dick Pennick, Dan McLean, and Tom Matson have moved PSRMA's railbus from the property of Bob DiGiorgio to Dick's house recently. The move was necessitated by Bob's leaving the country and renting his house.

Arrangements are being made for the remainder of Museum equipment on Bob's property, and it may turn out that some of the remaining gear will also have to be moved. Work parties for this, and the two locomotives in Perris, will be announced as soon as they are set.

## CALENDAR

NOVEMBER 7- U.C.S.D. Hospital Auxiliary's Flea Market, 10 a.m. to 4 p.m., Mission Valley Shopping Center. Contact Chop Kerr, 291-4787, if you can help out in PSRMA's booth.

NOVEMBER 17- PSRMA co-sponsored excursion to Puerto Penasco and back. Tickets are going fast and this is your last chance. Reservations should be sent to the Chula Vista Chamber of Commerce, 298 Fourth Avenue, Chula Vista, CA, 92010. Fares are \$14.25 for adults and \$11.25 for children under 12. For more details, see last issue of REPORT, or phone the Chamber at 420-6602.

DECEMBER 7- PSRMA Board of Directors' Meeting, see "Elections," page 1.

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