



REPORT

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Pacific Southwest Railway Museum Assoc., Inc.

APRIL 1975

NUMBER 111



LAND-LAND-LAND-LAND

After almost 14 years of struggle and heartache, PSRMA is at long last teetering on the verge of solving its single most pressing problem: suitable real estate for its permanent museum complex.

Early in March, the Museum received a written proposal from the owners of the Campo site, which would involve 30 acres of land to be leased for a period up to 30 years. Why Campo? Suitable land at relatively low cost, enough of it to build a decent museum, and the possibility of a rail connection. Also, it's a scenic location. And there's a possibility of future expansion. That's why. Frankly, we've looked virtually everywhere over the past 10-plus years. Sites were either too remote, too expensive, or too vertical. With suitable advertising and signing, we will get the public to Campo if we have to lead them by the hand.

PSRMA's hard-working land committee, led by Board chairman "Chop" Kerr, has worked for more than a year on this particular site, and credit for the recent proposal must rest with Chop and his committee, and the understanding cooperation of the land owners.

The Museum's directors, at their April 1st meeting, will rigorously examine the proposal to determine if it fulfills PSRMA's needs and that we will be able to meet the financial obligations imposed. The savings in rental fees at our various storage sites around Southern California each year will more than pay for the first stage rental on the Campo site. Rail access may also be a possibility.

Again, although no formal commitment has yet been made by PSRMA at this writing, we are definitely on the

verge of "coming home" at last. Watch for developments in future issues of REPORT.

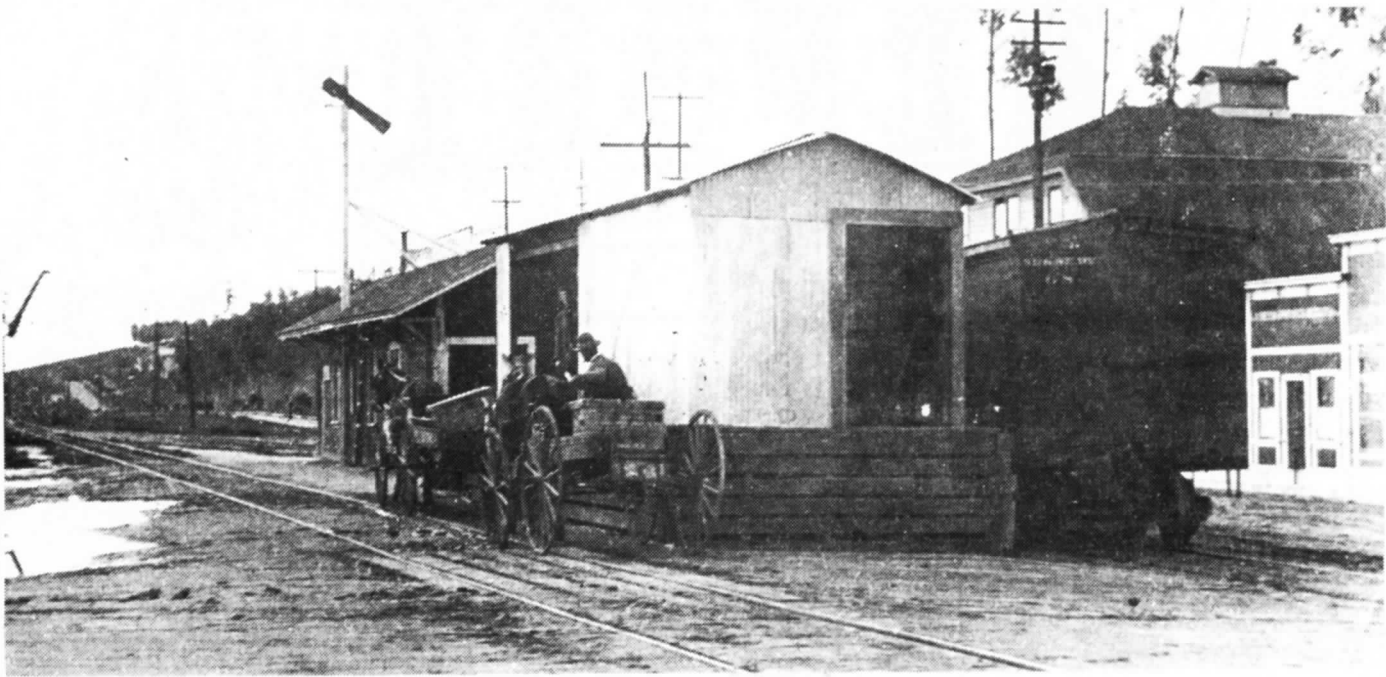
PSRMA RESCUES HISTORIC LA MESA RAILWAY STATION

At their meeting of March 4th, the Museum's directors voted to unanimously accept the 1894 ex-Cuyamaca Ry. depot from the Beadle estate in Lakeside. Total price was \$1.06. The building appears to be sound for its 81 years, and an El Cajon housemover indicated there would be no problem moving it. Arrangements are currently being made to leave the building at its present location for a period of two years or more. It is hoped that the station can be moved directly to Campo or wherever our permanent site may happen to be.

All of the antique furniture and other museum items once displayed in the building have been removed and sold. Once a Bill of Sale has been executed, the windows will be covered to prevent breakage by rock throwers and a suitable sign will be affixed, briefly describing the building's history and its acquisition by the Museum.

The Museum is indeed indebted to President Pennick for monitoring the status of the historic station for the past two years, and to Mr. Robert Sangster, son of Mrs. Beadle, who has cooperated with the Museum in every way to assure the building's future with PSRMA. Museum members are encouraged to view the old building at any time. It is located at the southeast corner of Ashwood and Maple View, northeast of the central business district in Lakeside. (See photos, P.2)





(ABOVE) La Mesa station on the San Diego & South Eastern Ry., looking south from La Mesa Blvd. about 1912, just before being moved to east side of tracks to allow improvement of Nebo Dr. (RIGHT) Looking south from La Mesa Blvd. about 1916, after building was moved. Note addition of agent's bay and open porch on north end. (BOTTOM) Depot as it appeared in 1954, shortly before being moved again, this time to Lake-side. (All photos, collection R. E. Pennick).



MUSEUM EXPECTS FULL HOUSE APRIL 25th

The April 25th general entertainment meeting promises to be one of the best presented in recent years. And judging by members' comments so far, the Museum can expect one of the biggest turnouts ever.

Local Santa Fe freight agent Bill Archambault will trace his interesting career with the railroad, from way station telegrapher to chief of the San Diego office. Let Bill tell you about the curvaceous redhead at an isolated desert depot, and how his San Diego job was an "accident". If time permits, a complete old-time Morse telegraph setup will be on display, some of the items being from the Museum's own collection. Come early to assure yourself a seat. 7:30 p.m., La Sala Room, House of Hospitality, Balboa Park.

See you on the 25th?

MUSEUM'S COOS BAY ENGINE IN NEWS

For those of you who missed it, March 13th's Evening Tribune carried a captioned photo of our ex-lumber company Minarets 2-8-2T No. 11, stored temporarily at Miramar NAS. Caption stated that our railway equipment stored there could be viewed by groups making arrangements in advance through the Miramar Public Affairs office. It is expected that our already-heavy tour schedule will become even more hectic because of this welcomed publicity, but the education and public relations benefit to the public and the Museum make the effort worthwhile. If only some navy parents would keep their children home at night, we could remove all of the ugly, irksome security measures forced upon us because of the juvenile vandalism problem.

If you would like to help us on these tours, either as a guide or as a helper (helpers are particularly needed with elementary school groups), call Linda DiGiorgio, tour coordinator, at 280-1781. Since the March 22nd workparty, access to the UP coach 576 is much more convenient than in the past. Most tours are on a weekday. Call Linda and say: "How can I help?"

GOLD SPIKE MEMORIAL STEAMUP, May 10th

A more fitting date could not have been chosen to welcome Ollie Johnston's O-4-O "Marie E." back from its overhaul after it burst a flue the morning of last year's planned steamup. No one was more disappointed or disheartened that day than Ollie himself. But all is well again and she promises to be steaming merrily along winding, climbing 36"-gauge track on the Johnston's oak-studded mountain estate. This is strictly a members-only activity, although a member's immediate family (under same roof) and in the case of single members, one guest, are permitted. Non-members are free to submit \$3.00 in addition to the \$1.00 per person charge for a contributing membership, or an extra \$10 for a voting membership.

Send your \$1 per person, together with a stamped, addressed envelope, to Gold Spike Steamup, c/o Dick Pennick, 9584 Upland St., Spring Valley, CA 92077. Checks should be made payable to: PSRMA, Inc. Hours will be 10 a.m. to 3 p.m. Instructions and directions will be mailed with your tickets. Remember: only 60 persons can be accommodated, so it's first come-first served.

INTERNATIONAL RAIL MAG COVERS MUSEUM

Be sure to pick up a copy of the April, 1975 RAILROAD magazine at the Whistle Stop or your favorite newsstand. Columnist Sy Reich, in his "Hobby Club" section, presented an almost full-column profile of the Museum, including our efforts to bring the French Liberation Mikado over here for our Bicentennial Exhibit. Featured with the article is a nice photo of our prized Lima Shay No. 3 stored at Miramar. Photo was evidently taken more than a year ago. It shows the silver spray paint splash on the boiler jacket, the calling card of some witless juvenile. Coverage like this from such a respected periodical can only enhance PSRMA's image as "America's finest railway museum"! Thanks, Sy, from all of us here in PSRMA!



HONOR ROLL

The Museum thanks the following museum members for their contributions this month to various projects:

Miss Anita Rhein (contribution to 1509 restoration fund).

Ronald Milot (donation of annual Congress of History membership for 1975)

RAILROAD DISPLAY ITEMS NEEDED

PSRMA's Bicentennial exhibit committee, headed up by Dispatcher editor Eric Sanders, is still in need of the loan or donation of photos, charts, diagrams, illustrations, hardware, and other items pertaining to the history and evolution of railroads, especially of the Southwest. These items will be assembled and displayed in Car 1509, now undergoing restoration at MCRD, during the Museum's public Bicentennial display near the Star of India in 1976. Call Eric evenings at 469-1288. If you have anything, let us decide if we can use it.

MEMBER SEES CARRIZO GORGE BY TRAIN

If you noticed the nice color picture of an SD & AE freight on the High Bridge in Carrizo Gorge, in the March 8th edition of the Union, you may not have been aware that the photographer is a member of PSRMA. In fact, Jerry Windle was at one time the fellow who handled the mailing of REPORT.

Windle finally got his chance to join the ranks of that elite group that has viewed the awesome vastness of the grand Carrizo Gorge by train since the discontinuance of passenger service in 1951. Union reporter Carl Ritter, formerly a financial writer for the Union, arranged for the trip through Los Angeles' Public Relations office. Knowing Jerry was a railroad buff as well as a staff photographer of some repute, Ritter asked him if he would like to go along. This was akin to asking a starving man if he wanted something to eat. Permission was obtained for the extra passenger and by 9:30 a.m., they were departing the San Diego yard in the caboose,

trailing 3 engines and 26 freight cars. Accompanying them were William T. Harral, SD & AE Superintendent, James R. Harris, traffic manager, Dan Lewis, public relations manager, Los Angeles, and the conductor and brakeman. It had to be crowded in that caboose!

Through the Border gate, past Tijuana, up the beautiful Redondo Valley, flailing double-jointedly around the balloon loop above the tiny settlement of Redondo. Jerry hoped to have an opportunity to picture the train negotiating the unique loop, but the crew had orders to meet 451 at Hipass and there was no time to stop. At Campo, the Border Patrol flushed out illegal aliens riding their boxcar "pullmans" who had boarded at Tecate. Across the giddy heights of the Campo Creek Viaduct, a long-time landmark east of Campo, then on to a sashay with 451 and its 19 cars at the siding at Hipass, a one-time helper terminal in the steam days.

The crew had to drop a car of bridge timbers at the High Bridge in the Gorge, so our two intrepid travelers took the opportunity for a photo runby on the 600-foot long curving, wood structure, one of the highest such structures in the country. At Ocotillo Wells, everyone disembarked and waiting autos took the party back to San Diego, ending physically one of the West's most spectacular railtrips. But for Jerry Windle, the memory of that day will last forever!

MUSEUM AGAIN HAS BOOTH AT GROSSMONT

P.R. director Herb Kehr has made arrangements for the Museum to again utilize one of the public booths at Grossmont Shopping Center in La Mesa for our very important public relations function. We have introduced lots of new people to PSRMA through the medium of this booth, which attests to the great job booth staffers have done so far. We will need additional staffers this year for the one-Saturday-per-month dates through October. Call Herb at 273-1074 and lend your museum a hand!

MEMBER BILL NEWLAND LEAVES TOWN

In every organization, there are some members who are always available for any task, others who are available from time to time, and still others who can't break away very often but when they do, look out! Bill Newland was one of the latter. As half-owner of a backhoe rental business, he could generally be depended on to accomplish some of the heavier tasks required by our museum operations, and was the principal factor involved in the success of our San Diego streetcar resurrection project at Lake Morena two years ago. Bill and his wife Carol invested in an experimental environmentally coordinated new community near Cottage Grove, Oregon, adjacent to the tracks of the Oregon, Pacific & Eastern R.R., over which steam-powered museum trains run out of Cottage Grove. He hopes eventually to work for the OP & E. We all wish you the best of luck, Newlands, and hope you don't tire of the sound of steam whistles all day long!

CORRECTION TO STAFF ROSTER

Please add the name of Steven C. Rosefeld (753-3656) to your Advisory Staff list sent to you with last month's REPORT. Steve has been appointed director of Purchasing & Stores. His principal job will be to maintain an up-to-date inventory of all Museum-owned items, from the smallest to the largest. Some people have asked how one gets to be appointed to such positions in the Museum. It's very simple. All you need is a keen desire, integrity, membership in the Museum, and a commitment to the goals of PSRMA. Next step is to let your president or one of the other directors know your desires and the Board will consider your appointment at the next available meeting. At the present time, only the Director of Publications remains vacant.

BUSCH GARDENS SET FOR JUNE 1st

If for some reason, you happened to miss our very enjoyable bus tour to the fabulous Busch Gardens and Knott's Berry Farm last year, then now is your

chance to make sure you are on that bus when it leaves San Diego on Sunday, June 1st. The Gardens will be better than ever this year, and fun for the whole family. Special Activities director George Geyer will host. A brochure is included with this issue for your convenience. Just detach and mail the attached stub with your check to George. The rest is up to us! Remember, also included is a tour of the delicious Anheuser-Busch brewery complete with samples!

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AT THE THROTTLE

by Richard E. Pennick, president

(Kalmbach Publishing Co. has asked that I not use their artwork as the heading for this column, so please allow the above to suffice until next month).

The PSRMA Operations Department has asked that I mention something about the poor turnout at work parties this past year. I think this can be a ticklish subject, but probably some general comments are in order.

Basically, we work on the premise that if a member is interested in participating in restoration or maintenance projects (one of the chief never-ending activities of the Museum), then he will make the effort to come out and join us. We have felt that as long as we publish in REPORT the time and the place of the next work party, a sufficient time in advance for members to set aside that particular day, then it is up to them to call the Superintendent and let him know they will be available so the Super can plan for the work to be done. However, historically speaking, we have found that the only way we can assure ourselves of a decent number of volunteers to get the job done is to sit down at the phone for an hour or more and let our fingers do the walking. This takes additional time away from our families for an activity that should not even be necessary. Generally, the work required is extremely simple, someone is always on hand to provide direction, tools are generally available, and the pace is liesurely. The fact is: 6 people can generally do more work

than 2 in a given time span, and the total project is done that much sooner. For example, maybe car 1509 could have been ready for display by this summer rather than the first of next year, as it now appears will be the case unless our crews get more support from the membership. Our Operations Dept. is doing a tremendous job with the few hands they have to work with, but wouldn't it be nice to be able to make their job easier, and yours too, by offering a helping hand? Our hard-working volunteers are working without pay for YOU so that you and the other members can have a museum you can be proud of. It has to be a labor of love, because the only remuneration you will get out of it is a pat on the back and the satisfaction that you have actually committed yourself to something and stuck to it. Think about it. Ask yourself, "What am I doing to help the Museum besides sending my dues in once a year?"

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VOLUNTEERS CLEAN VICTORIA

Vandals had made a heck of a mess inside our plush railway car VICTORIA, but it wasn't too big a job for ass't super Ron Milot and crew who labored over the weekend of March 1st and 2nd with 3 vacuum cleaners, mops, rags, sponges, and elbow grease. Helping Ron were Steve Rosefeld, Clayton Fairweather, Dan McLean, and Ann & Chris McVeagh. Many thanks, troops. You're terrific!

EDITOR'S DESK

I ventured cautiously into the first illustrated issue of REPORT for 1975. Hope you like it. I will endeavor to have an illustrated issue at least 3 or 4 times a year. If you have any good black and white photos of museum equipment or activities, your editor would very much like a copy for the file.

SCHEDULES

EASTBOUND		WESTBOUND		REMARKS
TIME	STATION	TIME	STATION	
5:20	LA BREA	7:5	LA BREA	
7:10	LA BREA	3:1	LA BREA	
8:45	LA BREA	7:1	LA BREA	
10:55	LA BREA	3	LA BREA	
12:45	LA BREA	1:3	LA BREA	COACHES ONLY

- April 19: Bicentennial preparation, car 1509 (463-2276).
- April 25: Quarterly entertainment meeting, House of Hospitality, 7:30.
- May 6: Monthly directors' meeting, SDT&S Bank, 7:30 p.m. (291-4787).
- May 10: "Gold Spike Memorial" steam-up, Ollie Johnston estate, 10-3 p.m.
- May 24: Bicentennial preparation, car 1509 (463-2276).
- May 24-26: Live steam meet, Griffith Park, L.A.
- June 1: Busch Gardens & Knott's (234-0555)

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PACIFIC SOUTHWEST RAILWAY

MUSEUM association, inc.

PRESENTS

A DAY at

Busch Gardens

LOS ANGELES, CALIFORNIA

sunday, June 1, 1975

Join the fun at Busch Gardens... a tropical oasis of breathtaking natural beauty...where exotic landscaping, waterways and lagoons form a background for rides, shows, music and magic.

There's live entertainment all day long. A marching Dixieland band. The world's only Penguin, Otter and Sea Lion Show. A Trained Bird Circus. Boat cruises and a monorail. A giant flume ride. Open-air pavilions and restaurants.

And you can bring the whole family. You don't have to be a kid to enjoy it.



AND....

KNOTT'S Berry Farm

where a sumptuous Southern-fried chicken dinner awaits you, complete with hot biscuits and lots of Mrs. Knott's famous berry preserves. After dinner, look for ex-Denver & Rio Grande Western Railroad narrow-gauge 2-8-2 No. 464, long a familiar sight at Durango, Colorado.



NAME _____

ADDRESS _____

CITY _____ ZIP _____

ADULTS at \$15.75: \$ _____

TOTAL: \$ _____

We will board bus at: _____ Great Western Bank, Mission Vly. Center, 8 a.m.

Return to San Diego approximately 10 p.m.

Please make checks payable to: PSRMA, Inc. Mail with stamped, self-addressed envelope to: A Day at Busch Gardens, c/o George Geyer, Host, 2928 Fir St., San Diego, CA 92103. Fare includes bus, Busch, and beans.