



# REPORT



Official publication of the  
Pacific Southwest Railway Museum Assoc., Inc.

**FEB.-MARCH, 1975**

**NUMBER 110**

## MEMBERS WELCOME DISPATCHER

After a seven-year absence, the excellent rail rag, DISPATCHER, has again sprung to life. Locally published by long-time Museum member Eric Sanders, Dispatcher is a welcome and valued addition to southwestern U.S. railroad material. This publication is the final word on area railroad activity and history and is a bargain in these inflationary times at thirty three cents a copy. Send a buck or two to Eric for a subscription. It's now an official organ of PSRMA, along with REPORT, and I assure you you won't be disappointed. Eric's address is: 7861 Normal Ave., La Mesa, 92041. All members please note that the Museum officers listed on P. 4 of the recent edition are incorrect since the election last October. A corrected staff roster is included with this issue of REPORT.

## PENNICK NEW REPORT EDITOR

Due to changes in the home situation and working schedule of Perry and Gretchen Timmermans, who have ably and regularly cranked out the Museum's monthly house organ this past year, they have given notice that, reluctantly, they must give up the REPORT publication. Museum President Dick Pennick, who had contributed much of the newsletter material during the year, agreed to assume editorship for the time being. Appointment of a new Publications Director, whose primary area of responsibility is the publication of REPORT, awaits Board action. PSRMA will miss the capable hands of Gretchen and Perry, and we hope they can lend their talents to the Museum in other areas.

## FEBRUARY REPORT A NO-SHOW

Please don't blame the Postal

Service if you didn't receive a REPORT in February. Because of the change in editorship, February just passed us by. Hence, we have called this issue "Feb.-March". That way, you won't miss an issue after all!

## ANNUAL BANQUET A BIG BASH

Amid the elegance of the Imperial Tower, 505 Kalmia St., adjacent to beautiful Balboa Park, 59 Museum members and guests enjoyed old-fashioned hospitality and delicious cuisine on the occasion of PSRMA's traditional social gala January 26th.

The Museum was honored to have Mr. & Mrs. William Archambault as its guests. Bill is the friendly, hard-working local freight agent for the Santa Fe Railway and has had an interesting career as a brass-pounder and station agent, from Jerkwater Jct. to San Diego. More about Bill elsewhere in REPORT.

Again entertaining us with his instrumental and vocal artistry was guitarist Walt Richards, who revived our spirits with ballads of the iron trail and the open road. Mrs. Virginia Lucas, representing the San Diego Historical Society, provided all with an excellent after-dinner program outlining the colorful historical drama of the birth of San Diego. George Geyer, Museum Special Activities Director, put together another fine evening. Thanks to the continuing generosity of Bill Kingston, amiable manager of the Whistle Stop train shop in Hillcrest, a fine array of railroad books was available to rake the door prize drawing and raffle a big success.

Master of Ceremonies "Chop" Kerr introduced and formally installed PSRMA's new executive staff: President Dick Pennick, V.P. & G.M. George Geyer, Secretary Frieda Butler, and Treasurer David Hobson. Also installed were two new directors: Ronald Pilot,

who is also Dick's capable Assistant Superintendent, and Herb Kehr. Afterwards, President Pennick delivered a few well-chosen words to the assemblage, and everyone (we hope) went home happy. If you didn't, we'd like to know why so next year will be more to your liking. Drop George a line at 2928 Fir St., San Diego 92102 and express your views.

The Museum thanks George, M.C. "Chop" Kerr, Dick Pennick, Bill Kingston, the Archambaults, Mrs. Lucas, and the capable staff of the Imperial House for an unforgettable evening. Where are we going in '76? That's a secret!

AL VARTANIAN MAN OF THE HOUR AT MIRAMAR

Taking groups of people through our railroad equipment stored at Miramar Naval Air Station is a sometimes hectic, often educational and always rewarding activity, not only for the Museum but also for the staffers and participants. Of the handful of members who have volunteered their valuable time to this important Museum function, one stands out, for duty above and beyond the call. Al Vartanian, who helped us put up the booth at Del Mar last year, seems always to be available as a tour host, never saying "no", and taking on sometimes 8-10 tours a month. Al says, since he can't contribute to the Museum effort in other areas, he balances the books by giving of himself at Miramar. Al Vartanian, we appreciate your contribution and we love ya' !

We can use YOUR help, too! Won't you give Linda DiGiorgio a call and say: "Sign me up for a Miramar tour!" Linda's phone is: 283-3066.

BOARD BRIEFS

At the Feb. 4th Directors' meeting, the following action was taken:

1. Discussion with former attorney of Railcar, Inc. (owner of railcar, Victoria) re retention or dissolution of Railcar, Inc. No action taken.
2. One car rail excursion to Creel, Chihuahua given approval, Sanders and Cook to handle.
3. Standing Rule adopted covering

award of the annual "Helping Hand" award.

4. Reviewed proposed staff duties as referred to staff for recommendations

5. Discussed possible publication of memoirs of pioneer California railroad official. No action.

6. Approved purchase of booth at 1975 Del Mar Fair

PROMINENT MEMBERS TAKE POSTS

Museum members Kim Fletcher, President and Manager of Home Federal Savings & Loan, and Tom Sefton, president of San Diego Trust & Savings Bank, have been appointed to industry posts. Fletcher has been appointed to the 1975 Legislative Committee of the U.S. League of Savings Associations. Sefton, a long-time Museum member, is the new state vice-president of the American Banker's Association. Congratulations, gentlemen!

MUSEUM GIVEN RAILWAY STATION

The old La Mesa, Calif. railway station, once a familiar landmark along the SD & AE railway tracks near La Mesa Blvd. and Spring St., has been offered to PSRMA for one dollar.

The single-story frame depot, built by the San Diego, Cuyamaca & Eastern Ry. in 1894, and rebuilt several times since, was sold to the Lake side Chamber of Commerce by the SD & AE in 1954, the building's 60th anniversary. It was then moved to the property of Mr. & Mrs. Wes Beadle in Lakeside, whereupon it was sold to Mrs. Beadle who operated a museum in it until her death in 1973. PSRMA expressed an interest at that time, but it was not until Mrs. Beadle's husband, Wes, passed away late last year that there was any chance to obtain the old structure. In January, the Directors voted to again express an interest in the building. A letter was written, and on Feb. 19th word was received that the depot was ours if we wanted it. By the time you read this, the Board will have decided one way or the other. Your editor fondly remembers some happy train watching at the old depot during his high school days.

Originally, the station was located on the west side of the tracks,

but the improvement of Nebo Drive in La Mesa about 1913 necessitated moving it just across the tracks and turning it around so that the operator's bay continued to face the track. There it sat, with some addition and modification, until 1954, when it was sold to make room for municipal parking.

If accepted, the antique structure, one of two remaining Cuyamaca Ry. depots, will be a valued addition to an already outstanding collection of rail memorabilia.

#### CASS WITKOWSKI DONATES MAGAZINES

PSRMA extends a hearty "Thank You" to member Cass Witkowski, as far as we know our youngest member, for his donation of a fine collection of Model Railroader, Trains, Model Trains, Railway Age, Railroad, and Live Steam magazines. Many are long-out-of-print back issues, and the Board may decide to auction them off to members as a fund-raising activity. More on this later. Thanks again, Cass.

#### MEMORIAL DAY GALA PLANNED BY LIVE STEAMERS

Mark your calendars, steam fans! Over the Memorial Day weekend, 1975, the Los Angeles Live Steamers will play host to the International Brotherhood of Live Steamers for its annual convention and steam spectacular. The L.A. group's Griffith Park layout will provide the setting, and visitors can expect to see 8 or 10 trains running at the same time around the 1½" and 3" scale tracks. Locomotives will not be the only steam-powered conveyances represented. Steam cars, tractors, pile drivers, and other steam machinery will be there, too. The Museum may decide to charter a bus or two to allow interested San Diegoans an opportunity to view this rare treat. It happens in L.A. only every 5 years or so. If you're interested in a charter bus trip up there, let George Geyer know.

#### QUARTERLY MEETING SET FOR APRIL 25th

Mark it on your calendar.

An exciting, enjoyable, and memorable evening of entertainment is planned for you. Mr. Bill Archambault,

congenial local Freight Agent for the Santa Fe and an honored guest at the Museum's recent Annual Dinner, will provide us with highlights of his interesting career as a railroad freight agent and telegrapher at various way stations along the Sant Fe system before coming to San Diego. Bill will take us back to an era all but vanished from the American railroad scene when an agent's main transportation from an isolated telegraph station to the nearest town was the cab of a steam locomotive.

Don't forget the date: Friday, April 25th, 7:30 p.m., La Sala Room, House of Hospitality, Balboa Park. Plenty of free parking. Refreshments will be served, as usual. Bring your wife, your friends and neighbors, and immerse yourselves in nostalgia. Let's pack the house. See you there!

#### KEHR NEW P.R. DIRECTOR

Member Herb Kehr, a Postal Service employee and former PSRMA general manager, has been appointed to the position of Public Relations Director for the Museum. We have needed a P.R. man for a long time, and the recent appointment fills a big gap in the Museum staff.

#### RECENT ARRIVALS by Herb Ruiz Director of Records & Personnel

The New Year began with membership renewal time for many of our members. Notices have been mailed to those members whose memberships expired on Dec. 31st, and to date renewals have been gratifyingly hot and heavy. If you haven't yet renewed, do so now as the monthly newsletter REPORT ceases 30-60 days after expiration of your membership if payment has not been received.

It looks like our total membership will easily break the 200 mark this year, the first time ever. PSRMA thanks you! Look for an up-to-date roster of all paid-up members in a coming issue of REPORT.

The Museum is delighted to welcome the following new members or existing members who have changed their status (no.'s in parentheses refer to numbered "interest" categories on mem-

bership form):

Regular (voting) members:

- William A. Colbert (15)
- George G. Dillon (delete from Cont. list)
- Arthur L. Dominy (2,4,7)
- Helen Edelen (2,6)
- David L. Garcia (2-4,7)
- Ken Helm (2,4,7)
- Edwin Herold (delete from Cont. list)
- Larry L. Rose (1,2,7,10,11)
- Thomas W. Sefton (delete from Cont. list)
- Charles V. Singer, Jr. (13,15,18)
- Byrdie South (15)
- Martin R. South (15)
- Jessie Thompson (15)
- Donald E. Tustin (2,4,5)

Contributing members:

- Stanley Brown
- Louis L. Chambers
- Kent Culver
- H. J. Mark (15)
- Rube Nelson (2) (delete from Reg. list)
- Ellen Sanders

Address change:

- Robert W. Daily, 815 Ethel Pl., National City, CA 92050 474-7011
- Bob Kern (2,4), 715 Flintridge Ave., Pasadena, CA 91103 (213)790-4441

Welcome aboard! We're glad to have you with us. Talk PSRMA to your friends and relations. Invite them to our meetings and to ride on our Puerto Penasco fun train in November, or any of the other adventurous excursions and activities we have planned this year. Lets make '75 the year we come alive!

MEMBER'S WIFE MEETS ACTOR BURT REYNOLDS

It happened in romantic Old Mexico, in the little town of Guaymas, Sonora, in a plush private railway car called "Mexicali Rose".

On a recent rail sojourn to this quaint town on the west coast of Mexico, 85 miles south of Hermosillo, Museum director Jack Stodelle, his wife Elaine and friends innocently checked into a local hotel for the night. To their surprise, who should be ensconced in the room next door

but "Cabaret" star Liza Minelli. In the same hotel was actor Burt Reynolds and company. The two were on location for filming of the movie "Lucky Lady".

One thing led to another, and before long someone invited Reynolds and his party to come on down to the depot and have a drink in the "Rose". Later, as the Stodelle's and friends were enjoying some conviviality in the car, footsteps were heard drawing nearer down the aisles of the adjacent cars. Abruptly, actor Reynolds, his stunt double (who used to race at Cajon Speedway in El Cajon), a wardrobe man and five or six other support people entered the car! A fresh round of cocktails was sent on its merry way and before the evening was over, Reynolds had planted a smooch on Elaine who claims she hasn't washed that cheek since. She reports Burt is really a tremendous guy and a very genuine person. After all, 60 million women can't be wrong!

BUSCH GARDENS TENTATIVE JUNE 1st

Special Activities Director George Geyer has set aside Sunday, June 1st as the tentative date for PSRMA's repeat of last year's enjoyable bus tour to the exciting Busch Gardens in Los Angeles. The date is not firm at this writing, but a brochure will be forthcoming soon with all the info. We have had a lot of requests for this one.

VANDALS STRIKE VICTORIA

Our beloved private railway car VICTORIA was the latest target in a seemingly endless chain of malicious mischief perpetrated on our collection of railway equipment.

Sometime during the weekend of Feb. 15-16, unknown persons (the police said probably wetbacks) broke out the lower portion of an etched glass window in the galley and gained entrance to the car. Once inside, the real fun began. Both chemical fire extinguishers (dry type) were exhausted throughout the interior of the car, leaving a fine white powder on almost every square inch of the furniture, walls, and floor. Many of the toilets were stuffed with paper, towels, and

human feces. Empty cigarette packages, spent matches, and melted candles littered the floor. Several bottles were broken in the galley and many of the berths were in disarray.

Although several blankets, spare berth nets, and a few miscellaneous other items were stolen, everything else appeared to be intact. A report was filed with the San Diego Police Dept. shortly after the Museum discovered the breakin Tuesday morning, Feb. 18th. A Santa Fe Special Agent had discovered the damage Monday night and Bill Archambault called President Pennick the following day.

We can feel fortunate that no cost-ly, irreparable damage occurred. It could have been much, much worse. Insurance may cover some of the loss.

A permanent museum site will not end our vandalism problems, as it has not ended Orange Empire Trolley Museum's problem. Incidents are on the increase, a sad commentary on our society.

## AT THE THROTTLE

by  
Richard E. Pennick  
president



Words are inadequate to express our gratitude for the tremendous contributions Chop Kerr has made to the advancement of the Museum effort. His capable and sure hand at the Museum's helm the past four years has added immeasurable integrity and esteem to PSRMA's name within the community and throughout the country.

1975 will be a special challenge for me because of my dual role as not only your President, but as your Museum Superintendent as well. But I look forward to this challenge with great anticipation and unlimited optimism. During my years of involvement with local railfan and railroad museum efforts, I have maintained an unwavering determination to establish a fine railway museum here in San Diego County. The question has never been: "Can it be done?" but rather "When can it be done?". I feel the Museum is now

closer than ever before to that joyous day when the first shovelful of dirt is thrown to begin development of our own museum site.

1975 could very well be the year. If it is, PSRMA's work will have only just begun. All our past efforts will fade to insignificance when compared with the work involved with "getting it all together", as they say, on our permanent site. Members, out of necessity, are going to be asked to make substantial personal commitments of time, labor, and money to get the Museum built and in paying public operation as quickly as personnel and funds will permit. Because, as soon as this happens, we will begin an approach to a level of self-sufficiency unknown to us before. On top of that, we will have embarked on a program of public education unique and unparalleled in Southern California. I hope all of you will be with us when that happy occasion arrives, with your shovel on your shoulder. If you are, I will be the fellow standing in front of you!



## From the cab

by Dick Pennick, Sup't

### The Steam Locomotive (cont'd)

Last time, we discussed the boiler, firebox, flue sheets, etc.

What are flues? Webster says a FLUE is "a passage for conveying flame and hot gasses around or through water in a steam boiler". It couldn't have been better put. In a locomotive, there are a large number of flues, actually steel tubes 1" to 6" or so in diameter depending on the particular locomotive, extending horizontally from the back flue sheet to the front flue sheet. Each flue is completely surrounded by the boiler water, and the ends are tightly secured to each flue sheet either by welding or by riveting over the ends. Thus, the very hot gases generated by the fire in the firebox are permitted to enter the flues at the firebox end

travel the entire length of the flue (heating the surrounding water in the process), and finally exiting at the other end, to be drawn up the STACK and exhausted into the atmosphere.

To provide an enclosed area where these hot gases can be collected and where a partial vacuum can be created by the operation of the locomotive to provide a "draft" for the fire, another enclosed steel cylinder approximately the same diameter as the boiler is attached to the front of the boiler, lengthening the whole assembly. This appendage is called very simply a SMOKEBOX, and has neither water nor flues inside it. At the top of the smokebox is located the STACK. On an automobile, the stack would be called an exhaust pipe. However, a locomotive stack serves not only to carry the exhaust gases and steam to the atmosphere, but also to create a partial vacuum in the smokebox. This vacuum aids in pulling the exhaust gases through the flues.

Inside the smokebox, at the bottom, directly beneath the stack is located the EXHAUST NOZZLE which jets the exhausted steam from the cylinders up the stack and into the atmosphere.

Next time, we will discuss the cylinders, valves, steam, etc.

ber Rex Little, has offered to attempt restoration of car 1509's badly deteriorated exterior windows. An effort will be made to secure a donation of sufficient polycarbonate material to replace all exterior window glass in the car, thus all but eliminating future window breakage.

Another member, retired cabinet maker Frank Cooke, has also offered to help with this project. Hopefully, with the help of these two gentlemen and Museum volunteers, the new windows will be ready for reinstallation this summer.

If you would like to contribute your talents or money to this project, give me a call at 463-2276 evenings. Few of the tasks require special skills, but if you still feel you can't contribute your body, remember that much-needed cash contributions are fully tax-deductible. Checks should be made payable to: PSRMA, Inc. and sent to Treasurer Dave Hobson with an explanatory note that the contribution is to be used for restoration of car 1509. Dave's address is: P.O. Box 2037, El Cajon, 92021. Some of the items that will probably have to be purchased are a large quantity of wood for the new windows, and a big can of auto body putty.

1509 WORK PARTY SCHEDULED MARCH 22nd

Saturday, March 22nd. Circle the date on your calendar. Attendance has been less than expected so far, so now is your opportunity to "get your feet wet", so to speak. Restoration activity like this project will be an active part of museum life long after we obtain a permanent site. At least 30 of our members checked box No. 7 (Construction/Restoration) on the membership application form. Where are the other 27? Now is the time to get the HELPING HABIT and begin developing skills useful later on. It's an interesting education learning how old railway cars were constructed. Call me at 463-2276 and lend us a hand. We sure could use you!

MORE VANDALISM AT MIRAMAR

Kids living on the Station continue to harass the Museum with constant attacks on our railway equipment stored there. The most recent episode involved our Shay locomotive. The door on the fireman's side of the cab had been kicked in, leaving the lock hasp and piece of the door hanging from the jamb. However, nothing appeared to have been stolen or broken, other than the door.

On Saturday, Feb. 1st, Ron Milot, your Superintendent, and a gasoline generator, rebuilt the broken door, changed the locking arrangement, and boarded up all exposed windows on the Kitchen Car and Coach 576.

WOODWORKER TACKLES 1509 WINDOWS

Bill Humphrey, a practicing carpenter and next door neighbor to mem-

MIRAMAR WORK PARTY ALSO MARCH 22nd

In addition to the workparty on 1509, a workparty will be held the same day at our Miramar storage

site, primarily to construct a doorway in 576's vestibule to facilitate easier entry and exit by our hard-working tour staffers. The date is: Saturday, March 22nd, 9 a.m. Please call me in advance if you can help.

MUSEUM OBTAINS RAILBUS SPEC'S

Through Dick Pennick, who happened to notice it on a New York dealer's sale list, the Museum has obtained an original copy of Fairmont Railway Motor Co.'s Bulletin 250, an illustrated specification sheet on their Model 2330 "Utility" railcoach, an example of which the Museum is proud to have in its collection. One photo shows the coach in full operating condition. The other shows the chassis and drive line with the body removed. The data will be used to aid in restoring our vehicle to near its original condition. Several years ago, complete blueprints for the radiator shell (the original was stolen from our bus just before it was donated) were obtained and will be used to manufacture a replacement.

To adequately work on and protect the bus, a large garage or other suitable indoor area is needed for at least a couple of years. If you know of such a facility, please call your Sup't.

MILOT AND CREW WORK FEB. 22nd

Ass't. Super Ron Milot, helped by Cass Witkowski and Peggy Secor, continued with window and panel removal in car 1509. Most of the exterior windows have now been removed for restoration. Thanks, helpers. You're a great bunch of people and we love ya!



# Around the turntable

SD & AE: A few months ago, two trains were on the La Mesa branch at the same time, one of the few times this has occurred in recent years. Roustabout had dropped an "mty" at the McKinney Co. warehouse near 54th &

Market on its way out to El Cajon. Turned out McKinney wanted Two cars, not one, so Roustabout crew radiod into yard for another car. A switching crew brought the requested car out to the end of the switching limits at the top of "Cemetery Hill" (near 41st and 'J' Sts.) and dropped it. When the Roustabout returned from El Cajon, they picked up the extra mty and backtracked to McKinney, saving them a trip all the way back into the yard. SWITCHING LIMITS end at top of Cemetery Hill. YARD LIMITS end in El Cajon, at the end of the La Mesa branch. Therefore, Roustabout runs under "yard Limit" rules on the branch. Under these rules, no train orders are issued, only "memos" relating to drops and pickups. Train crew must get their train over the line on their own in a safe and prudent manner. ---- Ribbon rail project in the Valley is just about wound up. On Wed., Feb. 26th, new tie plates and switch points were delivered at Plaster City and several cars of scrap tie plates, fish plates, and spikes were picked up by the mainline crew. ---- Welded rail is being placed in Commercial St., San Diego, on the La Mesa branch, after several months' delay. Roustabout is using the existing siding between 29th and 32nd Sts. as a "shoofly". ---- Dallas Kever, the regular engineer on the Plaster City turn (El Centro to Plaster City) has been off work with a broken leg. This editor rode in the cab of the last train to run on the 3rd St. Chula Vista line before abandonment about 10 years ago. Engineer on that run was veteran Ed Pohle, now retired, and fireman Dallas Kever. Also in the cab was Mr. Harley Bonham, friend of Ed's and one of the Bonham Brothers Mortuary family. Harley was a "brakie" on the SD & AE for 4 years during the war. Took his pay in war bonds. ---- On Jan. 18th, S.P. Lines President B. F. Biaggini and R.D. Spence, V.P.-Operations toured spectacular Carrizo Gorge in their private cars. Called the "Presidential Special", the special train was enroute from Portland to St. Louis on a tour of the vast S.P. system. The party arrived in San Diego via the Santa Fe at 10:30 p.m. on the 17th. The officials slept on board overnite, and the

next morning, S.P. Engines 3346 and one of the new 3100-class engines, and a chair car for the train crew, picked up the two business cars and departed for El Centro as an extra train "with right over all trains". J. F. "Jimmie" Rogers, a 30-year veteran of SD & AE train service, was the "brains" on that regal trip. The new engine has one of the new "standardized" control panels, modeled after the SD-45 panel. ---- Since one engine crew has been cut back, Hopkins is hogging the Roustabout and Dyreng is bucking the Extra Board. ---- Added note to "President's Special" above: 4th District Superintendent for the Santa Fe, R.L. Banton, was invited to tag along for the ride through the Gorge, but he unwittingly turned it down. When he was later informed that he shucked one of the most spectacular railtrips in these parts, he kicked himself. I thought word of the grand Carrizo Gorge had reached far and wide. All the more reason to inaugurate special excursions. With the economy down, might be a sure bet for making some extra cash for the railroad! All in favor, say "aye".

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OLLIE JOHNSTON WILL HOST MUSEUM AT DLP & J R.R. SATURDAY, MAY 10th

Again paid-up PSRMA members will be allowed the rare privelege of enjoying the Johnstons' 3'gauge steam railroad on their oak-studded estate in the Cuyamaca mountains. Since

the date marks the 106th anniversary of the driving of the gold spike at Promontory, Utah to complete the first transcontinental railroad, this will be "The Gold Spike Memorial Steam-up", and Ollie promises that Porter O-4-0 "Marie E." will be in excellent health and steaming merrily for members and their immediate families. More information will appear in April REPORT, but if you're interested, send \$1.00 for each person attending, together with a self-addressed, stamped envelope for the return of your tickets. Any orders not accompanied by an envelope will be held until last. First come, first served. Only 60 will be accomodated.

**SCHEDULES**

EASTBOUND		WESTBOUND	
TRAIN	DEPART	TRAIN	ARRIVE
52	6:00A	75	11:35A
74	6:20A	31	6:42A
4	6:45A	71	10:25A
70	6:17	3	11:00A
30	6:45P	15	5:02P
			COACHES ONLY

- March 22: Pullman trip to Copper Canyon (469-1288)
- March 22: Bicentennial exhibit preparation, MCRD & Miramar (463-2276)
- April 25: quarterly entertainment meeting, Balboa Park (463-2276)
- May 10: "Gold Spike Memorial" steam-up, Ollie Johnston's (463-2276)
- May 24: Bicentennial exhibit preparation (463-2276)
- May 24-26: Live Steam meet, Los Angeles
- June 1: Busch Gardens tour & Knott's

PSRMA REPORT

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# PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

Dear Member,

Welcome to PSRMA, "America's finest railway museum!"

This year, your museum will continue its active pursuit of a public, operating museum of railroading and urban rail transit in San Diego County. It's going to take work and the dedicated involvement of you and every other member.

One of the most exciting and worthwhile projects PSRMA will be involved in through 1976 will be the Historic Railroad Exhibit, our contribution to the American Revolution Bicentennial Celebration in San Diego. This exhibit, consisting of our ex-Coos Bay Timber Co. 2-8-2 locomotive No. 11 and ex-Santa Fe cafe-observation car No. 1509, will be on display along the east side of Harbor Drive, near the Star of India Maritime exhibit. Inside the car will be historic displays depicting the rich railroad heritage of America in general and the Pacific Southwest in particular, with emphasis on San Diego rail history. Both car and locomotive are in the process of being completely restored by Museum volunteers.

In addition to the entertaining quarterly general membership meetings, several special activities are planned; including a train-chasing photo day on the SD & AE, a mountain steamup, a booth at the Southern California Expo at Del Mar, and some interesting rail trips, culminated by that wonderful trip to Puerto Penasco. Other activities will include restoration and maintenance of our railway exhibits at various temporary storage sites around San Diego and Southern California.

Each and every member is encouraged to become involved in some aspect of Museum activity. Many and varied tasks await your attention. The first step is easy: call me at 463-2276 evenings and say "How can I help?" The Museum will be delighted to help you decide where you can make the greatest contribution to the Museum effort.

Monthly directors' meetings are open to all members. Call me for time and location.

Recent developments in the Museum's quest for a permanent museum site may make 1975 THE year for PSRMA. Wouldn't it be nice to be able to say in years to come: "I played a major role in making the Museum what it is today?" It's your decision!

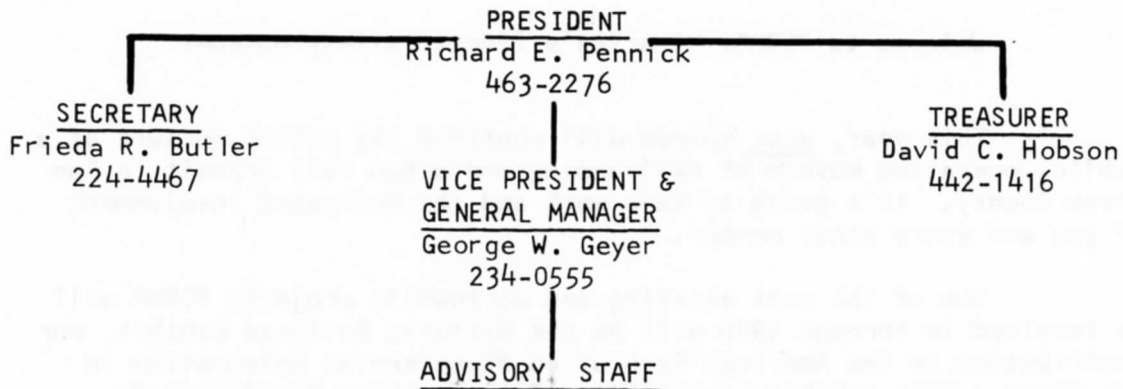
Cordially,



R. E. "Dick" Pennick  
President

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

OFFICERS AND STAFF



GENERAL MANAGER . . . . .	George W. Geyer	(234-0555)
GENERAL SUPERINTENDENT. . . . .	Richard E. Pennick	(463-2276)
PUBLICATIONS DEPARTMENT . . . . .	Perry Timmermans	(271-1315)
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SPECIAL ACTIVITIES DEPARTMENT . . . . .	George W. Geyer	(234-0555)
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FINANCE DEPARTMENT. . . . .	Eric A. Sanders	(469-1288)
REVIEW COMMITTEE. . . . .	Eric A. Sanders	

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DIRECTOR.....	George W. Geyer	
DIRECTOR.....	Frieda R. Butler	
DIRECTOR.....	David C. Hobson	
DIRECTOR.....	John B. Stodelle	(465-1445)
DIRECTOR.....	Ronald L. Milot	(298-8447)
DIRECTOR.....	Herbert G. Kehr	

REVIEW COMMITTEE

W. Vernon Cook	(to Dec. 31, 1975)
Stanton W. Kerr	(to Dec. 31, 1975)
Ronald L. Milot	(to Dec. 31, 1976)
Raoul M. Morales	(to Dec. 31, 1977)
Eric A. Sanders	(to Dec. 31, 1975)