



# REPORT

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

DEC. 1975

NUMBER 119



## Season's Greetings.....

*May every happiness and joy be yours  
at this Christmas Season*

### LA MESA DEPOT NEEDS TEMPORARY HOME, FAST!

Word has been received that the land on which the Museum's historic old La Mesa railway station now sits will be offered for sale on December 2nd, and it is hoped to be sold in 90 days. As a result, the building must be moved to temporary quarters until our planned museum site can receive it. Tentative arrangements have already been made with an El Cajon house mover to move the station building for a special low price.

The 1894 wood frame building, planned to be the central structure at our permanent site, is approximately 10' wide by 50' long (including an open portico at one end). Any storage site must be relatively secure to prevent extensive vandalism. President Pennick recently inspected the building at its present site in Lakeside and posted notices on it proclaiming its ownership by PSRMA. There have been reports of people measuring the building in order to arrange for its "movement" to "Pine Valley", etc.! We have no idea who these people might be, but won't they be surprised when a complaint is filed charging them with theft: We have a signed Bill of Sale to prove our legal right to the building.

If you have any vacant land or any ideas, let Dick Pennick (463-2276) know as soon as possible! We can't take a chance on losing this historic structure!

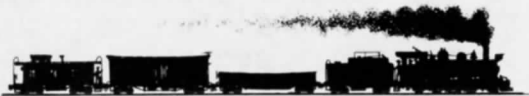
### PUERTO SPECIAL A SUPER-SPECTACULAR!

PSRMA's annual charter train tour from Mexicali, Baja California to Puerto Peñasco, Sonora on November 15th was a 14-car, 750 passenger, 300-mile rail extravaganza. The sustained popularity of this yearly fund-raiser has both amazed and gratified the Museum staff. It has become somewhat of a tradition in Southern California and has obtained the well-earned reputation

of a well-organized, well-managed, enjoyable, fun trip at a reasonable price. Bargains are hard to find nowadays, and the Puerto excursion is one of the last, which contributes to its popularity.

A tremendous amount of gratitude is due Excursion Committee Chairman Eric Sanders and assistants B.V.Parks, W. Vernon Cook and Ronald Milot, as well as the other train, bus, and staff volunteers, without whose generous and diligent efforts the trip would not be possible. These hard-working members have managed to survive the mind-boggling list of details attendant to an activity of this size and thereby enrich the coffers of the Museum without any personal compensation other than the satisfaction of a job well done. To all of you, ladies and gentlemen, a heart-felt "Thank You". Your efforts are too-often taken for granted.

Consist of the train included the privately-owned "Mexicali Rose" and "Maria Elena", and Pullmans "Tecate" and "Cuahtemoc", together with an open-doored baggage car and a Pullman-Buffer, in addition to the coaches. Some genuine interest was aroused among some of the passengers by the old heavyweight Pullman "Tecate". It was about the same vintage as the flapper-era "Maria Elena".



GET IN THE P.S.R.M.A. HABIT !



©LR

## FROM THE CAB

by Dick Pennick, President

### MUSEUM LAND SITE DECISION NEAR

Progress continues to be made on PSRMA's goal to have a permanent home by the end of the Bicentennial year 1976.

A special meeting of the Land Committee was held on Tuesday, November 18th to discuss a counter-proposal which, if approved by the Board of Directors, will be submitted to the owners of the Campo property before Christmas.

The proposed 30-acre site, a flat, scenic parcel one mile east of the village of Cameron Corners, has more than 1000 ft. of frontage on State Highway 94 and is accessible to Interstate 8 via Buchman Springs Rd. The San Diego and Arizona Eastern Ry. has already indicated a willingness to install a switch and spur track to serve a site in the Campo area so movement of the Museum's rail equipment from the various storage areas to the property could be effected with minimum difficulty and expense.

It has been made clear to everyone intimately involved with the Museum's land acquisition that development of a public museum as we propose is not a minor undertaking. The cost in terms of money and effort are significant. Therefore, as we have said before, once land is obtained and development begins, PSRMA will be catapulted onto a new plateau, a transition that will require some major adjustments and an entirely different attitude toward the Museum, your Museum.

EDITOR: Dick Pennick, 9584 Upland Street, Spring Valley, CA (463-2276)  
CIRCULATION: Ron Zeiss

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#### PSRMA, Inc. OFFICERS & DIRECTORS

**President:** Richard E. Pennick (463-2276)

**Vice President:** W. George Geyer (234-0555)

**Secretary:** Frieda R. Butler (224-4467)

**Treasurer:** David C. Hobson (442-1416)

**Directors:** H. Chalmers Kerr, Jr. (ch)(291-4787)  
John B. Stodelle  
Ronald L. Milot  
Herbert G. Kehr

**Association telephone:** 280-1781

**BACK ISSUES:** A limited supply of back issues is available at 25 cents a copy. Send a stamped, self-addressed envelope for a list of all back issues available.

In a fiscal sense, the venture boggles the mind. This is not to say the project is impossible. Far from it. But it does mean that our past ideas and attitudes regarding Museum funding are going to take a beating. It's going to be "put up or shut up" time for PSRMA, but if we get the support of our members and the community that has been expressed in recent years, then, God willing, we will build "America's finest Railway Museum".

1976 ANNUAL DINNER PLANNED

The highlight of PSRMA's social calendar, the annual installation banquet, will be Sunday, February 1st aboard the popular Rueben E. Lee, a simulated Mississippi riverboat on Harbor Island in San Diego Bay.

Menu for the evening will be delicious prime rib of beef, supplemented by a complete bar, elegant surroundings, and another outstanding program. Mrs. Tanja Winter, Chairperson of the U.S.-China Peoples Friendship Association, will present "The Freedom Railway", a sound, color film about the construction of the just-completed 1200-mile Tan-Zam Railway in Africa. This excellent film, produced, directed and filmed by Felix Greene, former head of the British Broadcasting System in North America, and the Peoples Republic of China, was released earlier this year. The railroad stretches from Dar es Salom, Tanzania to Kapiri M'Poshi, Zambia and was formally opened just before the recent Thanksgiving holiday. The line boasts 300 bridges, 21 tunnels, and 140 different stations. More than 50,000 men, both Chinese and Africans, were involved in its construction.

A flyer and ticket reservation form will appear in the January REPORT, but make your plans now to take part in this most enjoyable evening of good food and entertainment.



# Honor Roll



The Museum thanks the following members and friends whose generous contributions have furthered the goals of PSRMA during the month of November:

Mm. Jean-Claude Montay, Bondy, France (donated steam whistle from a scrapped French National Rys. 141 R steam locomotive).

Frazee's, El Cajon - Jim Elmore, Mgr. (donated restoration supplies for car 1509).

FREEDOM TRAIN UPDATE

Lots of rumors are flying about 101 different things involved with the Freedom Train, most of them untrue, everything from "The project will be abandoned due to lack of funds" to "Steam power won't be used in Southern California". Latest reports from the AFTF refute these rumors and many more. There was a problem with one of the driver tires recently on the steamer, but all 8 drivers were removed and turned in U.P.'s Omaha shops, which corrected the problem. Freedom Train engineer Doyle McCormick reports the ex-Daylight engine runs like a Swiss watch.

Apparently, the successful and relatively trouble-free operation of the steamer has opened the eyes of railroad skeptics all along the way, and this may pave the way for more steam operations on major western railroads in coming years.

The train left Reno for Sacramento via Donner Pass on Wednesday night, November 26th. It will then move to San Francisco, San Jose, and Fresno, presently scheduled to arrive at the latter city on December 19th. The train is scheduled to leave Fresno at 1 a.m. on Monday, December 22nd. The run to Pomona will be essentially non-stop, arriving at S.P.'s West Colton yard about 12:30 that afternoon, and Pomona by 1 p.m. or so. This is the only scheduled run during daylight hours in Southern California, so if you plan to

get pictures of the train in operation, plan to make the trek to that stretch of S.P. track between Bakersfield and Pomona (the portion north of Bakersfield will be run too early to get decent photos). Many fans are already making plans to motorcade the train along this stretch. Remember, December 22nd is the first day of Christmas vacation for students. The routine from Fresno to Pomona will be S.P. mainline via Bakersfield, the famous Tehachapi Loop near the town of that name, Mojave, Lancaster, Palmdale and the new Palmdale cutoff, Saugus, San Fernando, Burbank-Glendale, L.A. yard, S.P. mainline to Pomona. Diesel helpers must be used on this run due to the grades, but should be cut in behind the steamer.

The train is scheduled to be at Pomona Dec. 23rd to 6 p.m. Dec. 24th; Santa Barbara; Long Beach; Anaheim; then San Diego, where the train is due to arrive in the wee hours of the morning on Wed., Jan. 14th. The display will be open to the public at 2 p.m. at Miramar Naval Air Station the same day. Remember, no private automobiles will be allowed on base that day. You must ride a special shuttle bus from the San Diego area. PSRMA plans to have tickets available (\$2.00 adults, \$1.00 children under 12 yrs.) for its members. Advance ticket reservations must be made, so contact Herb Kehr, 4551 Bannock Ave., San Diego, 92117. Please include a stamped, addressed envelope along with your check, for the return of your tickets. On the evening of Jan. 17th or 18th, the train will backtrack to San Juan Capistrano where it will be on display from 12 noon the following day plus one additional day. More precise scheduling will be announced in January REPORT. In the meantime, any last minute schedule changes can be had by calling the local Bicentennial office at 234-1976. Special note: Any interested person is permitted to ride in the train's observation car at no charge, subject to space availability. Your editor hopes to have more information on this later.



# Membership

## News

by Herb Ruiz

As of November 23rd, PSRMA membership numbered 234 terrific people! A large share of the credit for this sudden increase is due Eric Sanders, whose brainchild it was to send excursion questionnaires to each person on our large, but stagnant, mailing list. Many of the returned questionnaires resulted in memberships.

Editor's note: Due to space limitations, only the names and phone numbers of new members are shown. If you are a member and would like the address of any other member prior to the next official roster, contact Personnel Director Herb Ruiz at 463-3269, or drop him a self-addressed, stamped envelope.

### New Applications Received

- Owen Acers 466-5812
- Jack Block
- R. L. Bradley 274-8137
- Louis G. Chernow
- Carl Clive 233-6990
- Art Coleman
- Joyce Dedman 440-3806
- Bernice P. Duckworth 224-6130
- Estelle & Sam Feinstein  
(213) 375-6384
- Steve Huebner (2,3,4,7) 540-9271
- Mrs. Henrietta J. Kecskes  
298-3332
- George B. Krieg
- Elizabeth Labord
- James E. Lyerla
- Gardner F. Marston
- Mrs. Joan McAdams 222-7039
- Duncan McKellar 744-1511
- I.L. Markel
- Walter M. Merrill 748-1978
- John E. Nichols
- Henry W. Patrick (213) 284-5440
- William H. Peterson
- Mrs. Edwin A. Reeve
- Nick Roth 546-9397
- Tom Savickas 628-7228



Adalaida M. Stanley  
Marlene S. Steffen 724-4468  
Stan Stokes  
Sanford H. Stone  
Albert & Melba Wallack  
487-6596  
Robert Weir 743-1695  
Jerry Windle 465-6596  
John X. Woodruff

item out of last month's issue. Herb reports many Museum brochures were given out during the day. If you enjoy meeting people and talking to them about PSRMA, give Herb a call at 273-1074. Younger visitors to the booth enjoyed ringing the authentic steam locomotive bell on display. The bell was donated by Scrap Disposal, Inc. along with our 1884 Rock Island switcher.

Booth dates for 1976 have already been reserved. The fourth Saturday of each month from January through October are set aside for our use. This booth is a cheap and easy way for the Museum to obtain valuable and necessary public exposure.

#### PORT HUENEME LEASE C.K.'D

The Museum owns two 1910-vintage wooden flat cars, complete with truss rods and arch bar trucks. They have been stored by the Naval Construction Battalion at Port Hueneme since their donation by the Navy several years ago, pending either storage in San Diego or movement to our museum site. The site is several miles west of the town of Oxnard, Calif. Recently, the Museum was granted an additional 5 yr. lease on the storage space. It is hoped that the cars, which cannot be moved on their own wheels because of the obsolete brake system and trucks, can be moved to San Diego County before the present lease is up.

#### "TRADING POST" SECTION DUE

To help offset the increasing cost of publishing your newsletter, a "Trading Post" section will begin with the January issue. This will offer an opportunity for members to buy, sell, or trade items they have or want. Rates are as follows: 50 words or less, \$2.00 per ad, 5 cents per word over 50. No charge for name, address, and telephone number. Please print or type your ad and send, with a check or money order, to: Dick Pennick, editor, PSRMA REPORT, 9584 Upland St., Spring Valley, CA 92077. Phone: (714) 463-2276.

#### Address Changes

Arthur L. Dominy  
2060 Balboa Ave  
Del Mar, CA 92014

Roger A. Greenwell  
3778 Eagle St., S. D. CA 92103

Jim Hollis  
1981 Lilac Ln., Apt. B  
Aurora, Ill. 60606

John F. Stevens  
6492 Fenestra Ct., Burke, VA  
22015

John B. Stodelle  
400 Willard Av., Brawley, CA  
92227

John Will  
715 Ada St., Chula Vista, CA  
92010

#### Delete Following Member

Ms. Jean Babbitt

#### BOOK DISCOUNTS TO MEMBERS

Member Dan Marnell, a dealer in rail books, will extend a 20% discount on any railbook in print to all members of PSRMA. Among recent offerings is Dave Myrick's first volume of "Railroads of Arizona", a tremendous research effort. Dan has taken delivery of several copies, so if you've been waiting for this one, here's your chance. Dan's phone is 582-6737.

#### OCTOBER BOOTH HOSTED

Member Herb Kehr, PSRMA Public Relations Director and new Secretary, hosted our booth at the Grossmont Shopping Center in October. Your editor had inadvertently left this



## ANYONE SUPERSTITIOUS?

While going through some Museum records recently, President Dick Pennick came across an interesting fact: our Shay #3 steam locomotive was last used in regular service on Friday, the 13th of October, 1961. The ex-logging engine was later donated to PSRMA on (guess what?) Friday, the 13th of January, 1967! Oh, yes: as if that wasn't enough, the 1967 calendar was identical to the 1961 calendar. You could go a step further and point out that the locomotive was painted black. It's also quite probable a black cat crossed the tracks in front of the train hauling the Shay to San Diego. Anyone remember when the Shay arrived in S.D.? Was it on a Friday, the 13th?



### **Section Gang**

by Dick Pennick, Sup't.

## 1509 ROOF PLAYS "DIRTY TRICK"

Those of us involved with restoration of car 1509 have been less than satisfied with the way the new asphalt roof coating has weathered a dirty brown. Supt. Dick Pennick contacted the manufacturer's Customer Service representative in L.A. and explained the problem. As of this writing, arrangements are being made by the C.S.R. to assess the problem, effect a cure, and provide enough additional material to complete the job at no cost to the Museum. Staff hopes there is an easy and speedy solution to the problem.

## OLD CAFE-OBSERVATION TAKES SHAPE

Under the capable guidance of Restoration Captain Larry Rose, car 1509 is at last showing some very real signs of reversing the years of neglect by previous owners.

Restoration sessions at the car, parked just inside the Pacific Highway fence at the Marine Corps Recruit

Depot, are held each Saturday from 9 a.m. to 4 p.m. Although much progress has been made, much important work remains to be done. Attendance has fallen off somewhat over the last few months, for somewhat over the last few months, for some reason, at a time when help is needed the most to get the car ready in time for display during the early part of next year. In spite of the responsibilities to my family of 5 and a heavy schedule of museum and other extra-curricular activities, I still manage to contribute at least one Saturday a month to 1509. It isn't that difficult if you program your schedule to accommodate it. The best way I've found is to first decide that you are going to contribute at least one day a month. Secondly, go to your wall, or appointment calendar and circle that day (or days), setting it aside for 1509. Lastly, don't allow anything to interfere with this day. You have set it aside for this one purpose, and by gum, you are going to that restoration session on that day come hell-fire or damnation! Try it. I think you will find it works great! We will be pleased to have you, and the Museum will be improved by the contribution of your time. Helping during November were Ron Zeiss, Jack Linn, Ken Helm, and Larry Rose.

## DONATIONS SOUGHT FOR PAINT

A major U.S. paint manufacturer has been approached for a donation of the necessary coatings to repaint both car 1509 and the ex-Coos Bay steam locomotive for our Bicentennial exhibit next year. Should the Museum be unsuccessful in obtaining a donation from industry, which has been collectively deluged with requests for Bicentennial donations during the past year or so, we would very much appreciate sufficient cash donations to purchase the paint. Enough paint to cover a total area of approximately 2600 S.F. with one coat of primer and two coats of finish will be required (approx. 50 gallons). Contact Dick Pennick (463-2276) if interested in making a contribution.

RESTORATION DATES SET FOR 1509

If you enjoy working with your hands, plan to attend one or more of the restoration sessions at Car 1509 at the Marine Corps Recruit Depot. Saturday dates planned for December and January are as follows: Dec. 6,13,20,27 and Jan. 3,10,17,24, and 31. Additional dates may be scheduled. Contact Restoration Captain Larry Rose (469-3064) if you plan to attend. The weather may cancel some sessions during the rainy months, so it's wise to check with Larry first. These sessions are of course open to female members and friends, too. Bring your lunch and plan to spend the day.

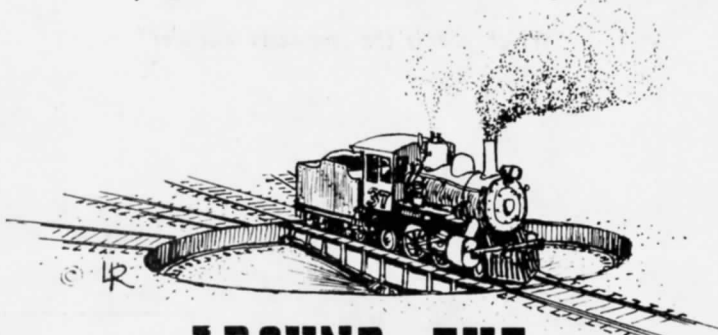
COOS BAY LOCO NEEDS DOORS

One of the required restoration items for our ex-Coos Bay Timber Co. 2-8-2T locomotive is a new set of wooden cab doors patterned after the original ones that were removed by the Georgia-Pacific-owned property years ago. Your Superintendent will have complete construction drawings available soon, so if you're interested, give me a call at 463-2276.

be furnished jointly by Amtrack and the three counties served. The new trains will have 8 cars each. Stops are planned for Del Mar, Oceanside, San Clemente, San Juan Capistrano, Santa Ana, Anaheim, and Fullerton. Additional stops in Mission Viejo-El Toro may be added when a facility can be constructed, according to Arthur Lloyd, Southern Calif. Regional Sales Mgr. (S.D. Union).

S.D. & A.E.: Finally found my notes on the new Roadmaster: his name is Donald Skaff.

RIP-TRACK: Good news from the Southwest Railroad Historical Society, Dallas, Texas: they are planning a top-quality reprinting of their long-sold-out Santa Fe motive power extravaganza, Iron Horses of the Santa Fe Trail, by E.D. Worley. More than 5,000 copies of the 600-plus page work were sold when the book first appeared more than 5 years ago. Your editor was fortunate to obtain a copy at that time and can therefore vouch for its quality. SRHS will have exclusive distribution rights, and the number of copies printed will definitely be limited, according to SRHS's newsletter, The Clearance Card. Cost will be \$34.50 plus \$1.50 for postage and handling if mailed to the U.S., Canada, or Mexico. Printing should have already begun by the time you read this, and the Society hopes to have a limited number available by January. Orders are being accepted now by the Switchman's Corner, c/o Roland Peterson, 7226 Wentwood Dr., Dallas, Texas 75225. Please include a stamped, self-addressed envelope so notification can be made when book is ready.----George Straza's car left El Cajon the week of 11/17 for Oak Ridge, Tenn.----Old Heavyweight observation "La Contesa", a sister to our 1509, was in town Nov. 10th loaded with people. Word has it this is former "La Marguerita de Oro", a Finlay Fun-Time car now owned by a group of Santa Barbara school teachers.----Detroit, Michigan plans to revive streetcar service along a proposed new river front development, using 2 old ex-Lisbon, Portugal narrow-gauge



**AROUND THE  
TURNTABLE**

SANTA FE: A new Chicago - Los Angeles all-piggyback freight will bear the well-known name of a former passenger train: "The Chief".

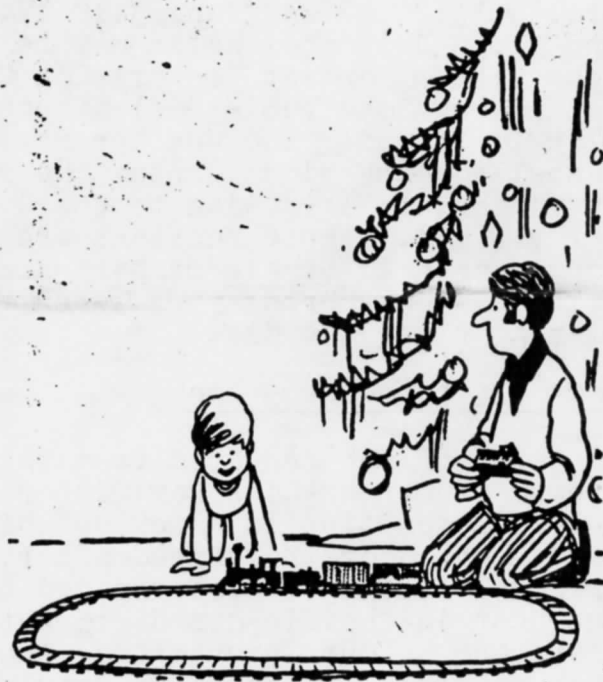
AMTRAK: A spokesman for the National Railroad Passenger Corp. (Amtrak) says 2 more daily trains will be added to the present 3 trains operating between San Diego and L.A. early next year. They will operate during key commuter times and will

cars. The project, financed by the non-profit Michigan Transit Museum, is hoped to be operational by April or May, 1976.

# BERRY'S WORLD

The FLORENCE AND CRIPPLE CREEK RAILROAD					
TRAIN SERVICE BETWEEN Stations on F. & C. C. R. R. and R. R. Standard G.					
TRAIN No. 10	TRAIN No. 8	TRAIN No. 6	STATIONS	TRAIN No. 1	TRAIN No. 7
8.30 <sup>A</sup>			Lv. Cripple Ck. Ar.	5.00 <sup>P</sup>	7.25 <sup>A</sup>
			Lv. Victor Ar.	4.35 <sup>P</sup>	6.55 <sup>A</sup>
11.00 <sup>A</sup>			Ar. Florence Lv.	2.05 <sup>P</sup>	4.10 <sup>A</sup>
VIA D. & R. G.					
12.4 <sup>A</sup>	1.16 <sup>A</sup>	2.25 <sup>A</sup>	Ar. Pueblo Lv.	12.55 <sup>P</sup>	2.40 <sup>A</sup>
			Lv. Colo. Spr'gs Ar.	11.25 <sup>P</sup>	12.57 <sup>A</sup>
			Lv. Palmer Lake Ar.	10.39 <sup>P</sup>	12.00 <sup>M</sup>
			Ar. Denver Lv.	8.45 <sup>P</sup>	10.00 <sup>A</sup>
No. 1	No. 9	No. 8	Ar. Canon City Lv.	11.20 <sup>A</sup>	4.55 <sup>P</sup>
2.11 <sup>A</sup>					

- Dec. 2: Directors' meeting, SDT&S Bank, 7:30 p.m. (291-4787)
- Dec. 6: Restoration session, car 1509 MCRD, 9-4 p.m. (469-3064)
- Dec. 13: Restoration session, car 1509
- Dec. 20: PSRMA incorporated 12 years ago today.
- Dec. 20: Restoration session, car 1509
- Dec. 25: Christmas holiday.
- Dec. 27: Restoration session, car 1509
- Jan. 3: Restoration session, car 1509
- Jan. 6: Directors' meeting, SDT&S Bank, 7:30 p.m.
- Jan. 10: Restoration session, car 1509
- Feb. 1: Installation dinner, Reuben E. Lee, Harbor Island.



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"Which one is the command module?"

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