

REPORT

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

JULY 1975

NUMBER 114



ALL STEAM PROGRAM JULY 25th



PSRMA is pleased to announce another outstanding program for its third quarterly general meeting; Friday, July 25th. This meeting, which will also be our nominations meeting, will again be held in the La Sala Room of the House of Hospitality, Balboa Park.

Mr. Ace Wishstadt, an active member of the Chula Vista Live Steamers, will bring with him an operating steam locomotive built to a scale of $1\frac{1}{2}$ " to the foot ($1/8$ th full size). Ace will provide an insight into the pleasures as well as the frustrations of building and operating a live-steam locomotive. Live steamer clubs flourish throughout the U.S., Europe and other countries. Most have a track layout for members to operate their equipment on. The Chula Vista group maintains a track at Rohr Park, adjacent to the Bonita golf course.

Join us for an interesting evening of steam, companionship and goodies. Plenty of parking is available either in the Fine Arts Gallery lot or behind the Model Railroad Club building. Mark the date: Friday evening, July 25th, 7:30 p.m.

NOMINATIONS DUE JULY 25th

If you haven't already mailed in your nominating ballot for 1976 officers, please do so or bring it with you to the meeting on Friday evening, July 25th. If you are having trouble making your selection because you don't know anyone in the Museum, try taking a more active role in PSRMA affairs. It's the only sure way to find out who's doing what and how well. Also, we know there are members out there who are eminently qualified to handle many of the executive and ad-

ministrative tasks in the Museum. Ours is not a closed "inner circle". If you have the desire to help out and the talent to back it up, you are encouraged to become involved in the PSRMA "machinery". We not only want you, we need you to help us grow and prosper.

RESPONSE TO 1509 LOAN GRATIFYING

The Museum's appeal for collateral to assume Jack Stodelle's loan on car 1509 has been met with a generous outpouring of loans from members. To date, the following members have expressed a desire to participate, with more expected to follow shortly:

H. Albert Vartanian
Jack Stodelle
W. Vernon Cook
Richard L. Hathaway, Sr.
Hugh T. Smith
Mildred J. Woody
Daniel J. Marnell

Thank you each and everyone. We love you all! San Diego Trust & Savings Bank has recommended that the Museum set up a special savings account in its own name, receive and deposit all loans in this account. Members will receive a letter in return for their loan, stating the amount loaned and the length of time loaned, if applicable. Additional loans and/or financial statements are needed to assume the existing loan, so please give Dick Pennick a call (463-2276) for more details.



GET IN THE PSRMA HABIT!



PSRMA HAS BOOTH AT SoCal EXPO

For the third straight year, PS-RMA has enjoyed the manifold benefits of a public relations booth in the Trade Mart section of the Southern California Exposition at Del Mar, which completed its two week run on July 6th.

Teaming up to assemble our booth in time for the Fair were Ron Milot, Steve Rosefeld, and Rob & Mickie Sides. A complete list of the hardworking members who staffed the booth during the Fair will appear in the August issue. A brand new Museum brochure was prepared to tell the PSRMA story in words and pictures. If you should have a need for a quantity of these, give Dick Pennick a call.

VARTANIAN MANS GROSSMONT BOOTH

Al Vartanian, one of our hard-working Miramar tour hosts, felt he wasn't doing enough for the group. So when George Geyer called him recently to ask if he would like to hand out brochures June 28th at our once-a-month booth at Grossmont Shopping Center, he willingly accepted. Al reported that, even though it was sale day at the Broadway, traffic was slow but he still managed to hand out a number of brochures and added some valuable new names to our mailing list. A special attraction at the booth was an old steam locomotive bell from the Museum's collection.

PSRMA thanks Al for his continued contribution to the Museum effort.

STEAM-POWERED FREEDOM TRAIN ON ITS WAY

The American Freedom Train is on its way! This steam-powered rolling extravaganza left Delaware April 1st and is scheduled to arrive in California this November. It should be noted here that the primary idea behind the train was that it be steam powered. Your editor toured the original freedom train, a diesel-powered version, when it visited San Diego's Marine Corps Recruit Depot in 1949. The steam version, using ex-Southern Pacific Lines "Daylight" engine 4449, will very likely occupy the same track at MCRD when it visits San Diego next January. Your editor also had the good fortune of taking part in a very memorable, historic occasion when, very early on the morning of October 17, 1954, 4449 and 4447 double-headed a steam special out of L.A. Union Station bound for the S.P. narrow-gauge line in Owens Valley. Oh, what sweet memories! The event marked the last official steam operation on the narrow gauge with old Baldwin ten-wheeler No. 9 carrying excursionists on the tops of boxcars and in an ancient caboose from Owenyo to the remote mining town of Keeler. The 9-spot is now displayed at Laws, near Bishop, and sister 4-6-0 No. 18 is ensconced at Independence.

Local Santa Fe officials were recently quizzed on whether or not the train would be powered by steam into San Diego. Their answer: "As far as we know now, yes." As San Diego's turn draws nearer, firmer scheduling will be available and you will be apprised of any changes as they occur. Many PSRMA members will plan to follow the train down the coast from the L.A. area or further. The Museum may even consider chartering a special "motorcade" bus for those who don't wish to drive their own car. Word is the train will not leave San Diego via the SD & AE and Carrizo Gorge on its way to Phoenix. Rather, it is to backtrack via Santa Fe to L.A., then East. So San Diego fans will have a dual opportunity to see the grand old lady in action. A live steam engine has not rolled over the mainline rails of any San Diego railroad for 23 years (Santa

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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)

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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.

Fe was the last to use steam here in 1953. PSRMA's Shay was used dead as a "dummy" on the head-end of a special train from the San Diego depot to National City to help that City commemorate its centennial in 1969. The special was pushed by a diesel. National City Mayor Kyle Morgan was the "fireman" and Dick Pennick acted as "engineer"). It's interesting to note also that the first stop of the train in the bicentennial year of 1976 will be San Diego, and that, I think, is a singular honor and should qualify it as a very special occasion. Too, there is the question on everyone's lips what will become of the ex-Daylight engine once the celebration is over. The fact is, at the end of 1976, 4449 will still have three years of flue time left. The word is dame 4449 will be repainted in her original red, orange, and black "Daylight" livery and teamed up with some S.P. commuter coaches for fan trips in the West, as U.P. does with its elephant-eared 8444. If you like trivia, have you noticed what would happen if the '8' in 8444 was a '9'? Visualize a doubleheader if you will, featuring steamers 4449 and 9444! So much for trivia.

The Freedom Train is a well-organized, well-financed private endeavor, and all stops are being pulled out to make the Bicentennial an occasion to remember. America's railroads, including the usually anti-railfan Southern Pacific, are laying out the red carpet all along the train's route. It is said that an S.P. Vice President wore a big smile when 4449 left Portland on its way to Albany, New York via the "Overland" route, and he was still beaming as the steamer passed through Sacramento days later. Maybe something like this Freedom Train business will help to convince S.P. and other anti-railbuff railroad upper-management people that there are genuine commercial possibilities in merchandising steam excursions throughout their systems. The Train's promoters are now trying to talk S.P. into allowing them to restore to operation cab-forward No. 42-94 at Sacramento. After the Freedom Train, I would say anything's possible!

Be that as it may, herewith the tentative schedule, courtesy of the North Alabama Railroad Club's May, 1975 newsletter "White Flags and Full Steam":

"The 1975-76 Bicentennial train, sponsored by the American Freedom Train Foundation, will tour 48 states. Train consist will be approximately 23 cars--10 exhibit cars containing a moveable walkway, two showcase cars for large item display, three trailer train-type flat cars, two generator power cars, one tool shop car, four ex-Preamble Express cars and a staff dormitory car.

"The American Freedom Train Foundation is a private, non-commercial, apolitical, non-profit orginazition not under the control of any other organization. Four companies, namely General Motors, Kraft Foods, PepsiCo Inc., and Prudential Insurance Co. of America gave donations of \$1 million each to serve as seed money for getting AFTF operations underway. There are no restrictions for operating policies, routing, equipment, etc. beyond the basic concept that AFTF conduct its operations in a responsible manner.

"Primary motive power for the train will be Southern Pacific 4-8-4 No. 4449, an oil-burning locomotive which has been on display at Oaks Park in Portland for almost two decades. She was built by Lima in 1940. The oil-burner is being used because of problems in securing suitable coal in some areas.

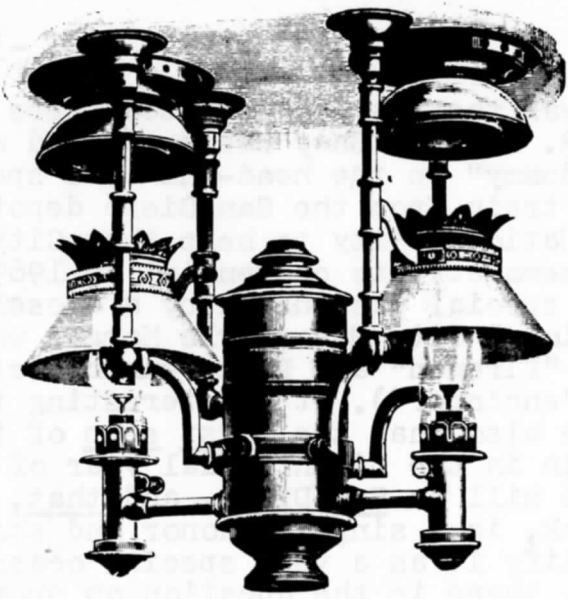
1975

April 1	Delaware		
April 6	Albany		
April 11	Burlington		
April 14	Manchester	June 24	Detroit
April 17	Portland	July 11	Grand Rapids
April 20	Boston	July 14	Kalamazoo
April 29	Lowell	July 18	Peoria
May 3	Worcester	July 24	Chicago
May 7	Rochester	Aug. 23	Madison
May 14	Cleveland	Aug. 27	Minneapolis
May 22	Columbus	Sept. 4	Fargo
June 4	Cincinnati	Sept 9	Sioux Falls
June 12	Indianapolis	Sept 13	Des Moines
		Sept. 17	Omaha
		Sept 23	Denver
		Sept 30	Casper

- Oct. 3 Billings
- Oct. 8 Salt Lake City
- Oct. 15 Boise
- Oct. 20 Spokane
- Oct. 24 Seattle
- Nov. 4 Portland
- Nov. 8 Eugene
- Nov. 13 Reno
- Nov. 18 Sacramento
- Nov. 25 San Francisco
- Dec. 9 Fresno
- Dec. 16 Los Angeles area

Jan. 8	San Diego
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- Jan. 17 Phoenix
- Jan. 28 Albuquerque
- Feb. 5 San Antonio
- Feb. 12 Austin
- Feb. 17 Houston
- Feb. 24 Ft. Worth
- Mar. 2 Dallas
- Mar. 12 Oklahoma City
- Mar. 16 Wichita
- Mar. 22 Kansas City
- Mar. 30 St. Louis
- Apr. 13 Little Rock
- Apr. 20 Memphis
- Apr. 27 Jackson
- May 4 New Orleans
- May 14 Birmingham
- May 20 Nashville
- May 25 Louisville
- June 3 Charleston, W.Va.
- June 9 Pittsburgh
- June 19 Harrisburg
- June 24 Philadelphia
- July 14 New York
- Aug. 18 Providence
- Aug. 24 Hartford
- Aug. 28 Newark
- Sept. 2 Trenton
- Sept. 5 Baltimore
- Sept. 16 Washington D.C.
- Oct. 5 Richmond
- Oct. 12 Norfolk
- Oct. 19 Roanoke
- Oct. 26 Raleigh
- Nov. 5 Charlotte
- Nov. 10 Atlanta
- Nov. 23 Charleston S.C.
- Nov. 29 Savannah
- Dec. 4 Jacksonville
- Dec. 14 Orlando
- Dec. 17 Tampa
- Dec. 23 Miami



MEMBERSHIP NEWS by Herbert Ruiz,
Dir. of Records & Personnel (463-3269)

A cordial welcome is extended to Mr. Virgil Yelton, the newest member of PSRMA. Mr. Yelton brings the total voting membership to 104. Our Contributing membership now numbers 78.

LA MESA RAILWAY STATION NEEDS
TEMPORARY HOME

PSRMA recently purchased the old La Mesa, Calif. railway depot for \$1.00 but must move the historic structure by the end of the year. The station was built by the San Diego, Cuyamaca & Eastern Ry. along their track just south of La Mesa Blvd. It was later sold to a Lakeside resident who used it as a museum until her death several years ago.

PSRMA intends to use the depot as the nucleus of its public operating railway museum, presently in the planning stages. But for the time being, temporary storage must be provided for it. If you have a vacant lot or an unused piece of your property, and you would be willing to loan it to us for a couple of years, let President Dick Pennick know immediately (463-2276).

MORE ON LAND

The Museum's efforts to lease the Campo property are still progressing and we hope to have all of the investigation completed shortly.

In the meantime, PSRMA has been

offered an opportunity to participate in a rail museum-oriented commercial development now in the planning stages. This proposed development will be in a high-traffic area of the County and would allow the Museum to derive considerable revenue from admissions. It would also allow almost all of our existing rail equipment to be displayed in one place for a change and everything restored to "show" condition. The Museum looks on this new proposal as an interim step, not a permanent answer to our public operating museum plans. It is felt that the revenue derived from the one can be used to finance development of the other. More developments will be forthcoming soon.

hard-working girl scouts and their adult leaders from Troop 513, La Mesa. All of the scouts managed to cram into the tiny galley on board the car and applied several cans of "Brasso" to the dingy surfaces of countertop and sink. Another group of girls is due for our next work date in July. The girls earn points toward a special Bicentennial patch through involvement with a bonafide Bicentennial project. Member Colen Flagg stopped by to see how things were coming along. Special thanks go to Larry Rose, who donated the cost of rental of a portable generator and several gallons of gasoline.



From the cab

18 TACKLE CAR 1509 IN JUNE

It seems to be feast or famine when it comes to Museum restoration projects, and the car 1509 Bicentennial project is no exception. One month we scratch to get three members out to the car. Another time we're so overwhelmed with bodies we're flabbergasted! Such was the case on Saturday, June 21st, when 6 members, reinforced by 2 guests, 9 girl scouts and one Eagle scout, showed up at the old Santa Fe heavyweight Cafe Observation car we are restoring for display with the Coos Bay Timber Co. 2-8-2T at the foot of Broadway as our contribution to the Bicentennial celebration in 1976. The fine old car, along with an old wooden refrigerator car, is stored on an unused track along Pacific Highway, courtesy of the Commanding Officer of the Marine Corps Recruit Depot.

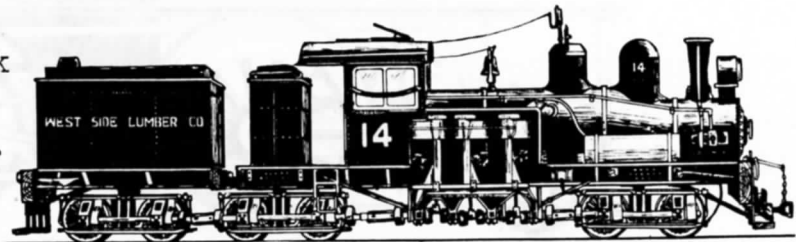
Despite the fact that the butane burner we use to loosen old paint from the car's roof ran out of gas within a half hour, much was accomplished, thanks to the volunteer labors of Jack Linn, Ken Helm, Larry Rose, Cass Witkowski, John Houston, Warren Pennick, Dick Pennick, and a giggling gaggle of

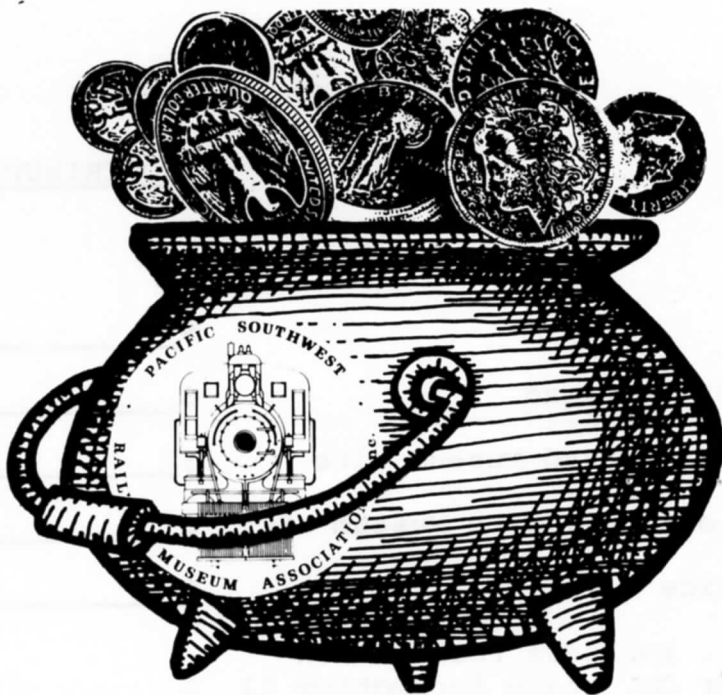
CIRCLE JULY DATE FOR 1509

Please set aside one Saturday in July--July 26th--to help get car 1509 ready for the Bicentennial. We have lots of projects on tap: restoring the observation platform railing; stripping roof paint; installing new platform deck; fibreglassing body panels; priming, etc., etc. Bring your lunch, your tools, and your enthusiasm, and join us for a fun day at Marine Corps Recruit Depot. Enter from Pacific Highway. Turn left immediately after passing guard shack and go down past the base service station. Then veer over toward the Pacific Highway fence and suddenly you are there! We look forward to seeing you.

POT STILL NEEDS FILLING

Again attached to this issue of REPORT is a pledge sheet for "Project Bootstrap", a continuing effort to improve the Museum's fiscal situation from within. Please fill out the form, checking the plan that suits you and your situation best, and mail with your check to.: Eric Sanders, Controller, 7861 Normal Ave., La Mesa, CA 92041. All contributions are, of course fully tax-deductible.





LET'S REFILL THE POT!

PROJECT BOOTSTRAP

Pacific Southwest Railway Museum
Association, Inc.
P.O. Box 12096, San Diego, CA 92112

Gentlemen:

I'm tired of waiting. Let's put PSRMA on the map, once and for all. I have selected one of the contribution plans listed below as the most suitable for my situation, and I am aware that all such contributions are fully tax-deductible.

- A. Here's \$ _____. Use it for whatever project you feel appropriate.
- B. Enclosed is my check for the project listed below. I understand I can split up the donation among several different projects if I choose.
- C. I wish to contribute \$ _____ per year for _____ years, beginning _____, in equal installments of \$ _____. Please bill me.
- D. I wish to contribute \$ _____ per year for _____ years beginning _____, in a lump sum payable on _____ of each year. Please bill me.
- E. I would like to save the Museum the expense of billing me. I would be interested in automatic withdrawals from my checking account.
- F. I wish to contribute 1% of my annual gross income in quarterly installments (March, June, September, December). Please bill me.
- G. I wish to contribute the interest I earn on my savings account.
- H. I have decided to give up one pack of cigarettes a day for a year and contribute the savings to the Museum (approx. \$150).
- I. I wish to make a memorial contribution of \$ _____ in memory of _____.
- J. I would like to discuss the possibility of including the Museum as a benefactor in my will.
- K. I would like to discuss the establishment of a Life Estate, with the Museum as the sole benefactor or as one of the benefactors.
- L. Please send me a copy of your Federal exemption certificate.

PLEASE SEE OTHER SIDE
FOR LIST OF PROJECTS

PROJECT

MY
CONTRIBUTION

Land and museum development:

Rental of property \$ _____

Installation of track switch on railroad \$ _____

Installation of chain link fence around Museum site \$ _____

Movement of railway cars and locomotives to Museum site \$ _____

Drilling a well for water service \$ _____

Bicentennial exhibit (through 1976). Includes restoration of car 1509 and Coos Bay Timber Co. steam locomotive 11 \$ _____

French National Railways Baldwin-built "Liberation " Mikado. (Locomotive is fully restored. Only shipping costs remain) \$ _____

Army kitchen car No. G-10 (restoration) \$ _____

Army 45-ton diesel switcher (shipping and restoration) \$ _____

Observation car "Victoria" (new batteries, couplers, rental of storage space, etc.) \$ _____

Union Pacific chair car No. 576 (repainting, window replacement, etc.) \$ _____

Tank cars (repainting) \$ _____

Refrigerator car (painting, structural repairs, etc.) \$ _____

Other: _____ \$ _____

I understand that all contributions will be acknowledged by mail and in the newsletter REPORT, unless instructed otherwise, and should be sent to: PROJECT BOOTSTRAP, c/o Eric Sanders, controller, 7861 Normal Ave., La Mesa, Calif. 92041.

I am aware that PSRMA will grow and prosper only as fast as we, the members, allow it to. May the next ten years be our most prosperous ever!

signed _____

date _____

address _____

city _____ State _____