Pacific Southwest Railway Museum Association, Inc.

REPORT

OCTOBER 1973 SAN DIEGO, CALIFORNIA ISSUE 98

PSRMA ELECTIONS AND EVENING OF ENTERTAINMENT TO HIGHLIGHT OCTOBER GENERAL MEETING

PSRMA officers for 1974 will be elected at the October 26th General Meeting to be held at 7:30 in Balboa Park's House of Hospitality. Rounding out the full evening will be a special program on steam of the German National Railways and narrow gauge operations on the Polish State Railways by Professor Imre Quastler of San Diego State University.

Enclosed with this REPORT is an absentee ballot for those of you who cannot make the General Meeting. Please sign your name where indicated on the reverse of the ballot and mail it to PSRMA Secretary John Hathaway (2926 Copley Avenue, San Diego, California, 92116) before October 26th. Your name will be removed from the ballot before it is opened at the General Meeting/Election for tabulation.

Candidates for 1974 offices are: PRESIDENT: H. C. Kerr, Jr. (incumbent)

VICE-PRESIDENT - GENERAL MANAGER: Herb Kehr (incumbent)
Bill Newland

SECRETARY: Vern Cook
Bob DiGiorgio

TREASURER: Dave Hobson (incumbent)

BOARD MEMBER-AT-LARGE: Jack Stodelle
Bob DiGiorgio
Bill Newland

Numerous persons were nominated to run for office next year, but unfortunately many of the nominees were not contacted prior to their nomination to determine if they were willing or able to run. Therefore, several individuals have requested that their nominations be withdrawn for this election, although each and every one did express a desire to serve PSRMA in the future.

But by all means, if at all possible attend the General Meeting October 26th. The back of the absentee ballot contains all the pertinent information of location and time of the get-together. That's Friday evening, 7:30, October 26th, in the La Sala Room of Balboa Park's House of Hospitality. And that's located on Laural Street in the middle of the park.

THE VIEW FROM THE CUPOLA H. Chalmers Kerr, Jr., PSRMA President

DEL MAR FAIR - The PSRMA Booth was a success...thanks to hard-working members and their families during the 13 days of the Fair. Several new members resulted and the contributions received helped to pay for the booth costs. A bigger and better booth is being planed for 1974...see you at the fair next year.

(continued on next page)

RECENT PUBLICITY - Railroad Magazine for August 1973 carried another article by Mike Eagleson in the "Search for Steam" department concerning the PSRMA Liberation Mikado project. This is the fourth story Mike has carried concerning our French donation during the past two years. Our thanks for his continued support!

And locally, the San Diego Union had a short item about the French Mikado as well as our land needs in the July 29th, a Sunday, edition of the paper.

AMERICAN REVOLUTION BICENTENNIAL CELEBRATION - PSRMA has proposed that a historic Railroad Exhibit be a part of the San Diego County ARBC activities. The project will conform to the FESTIVAL USA theme established by the National ARBC Commission.

Our exhibit will include the Liberation Mikado and ex-Santa Fe observation car #1509. The lounge of Car 1509 will have a display of photos illustrating historic and modern San Diego County railroad activities, railroaders, electric street railways, and the interface of railroads and ocean shipping (of special interest to San Diego).

Location is being sought for the exhibit site from the San Diego Unified Port District. Once a site is obtained endorsement of the project will be sought from the local and state ARBC Committees and Commissions. These endorsements will permit PSRMA to use the ARBC logo and name on promotional material and will allow the State ARBC Committee to aid in obtaining financial underwriting for the exhibit.

This is a golden opportunity for PSRMA to obtain much needed exposure as well as help fulfill some of our basic responsibilities as an educational corporation. Anyone interested in participating, or just wanting more information, contact Chop Kerr.

AROUND THE TURNTABLE Dick Pennick

(A new column by our congenial General Superintendent, "AROUND THE TURNTABLE," brings you a little of today, yesterday, and even tomorrow around the SD&AE, Santa Fe and some of San Diego's many 'ghost' lines. If you have anything to contribute or comment on, drop Dick a line at 9584 Upland Street, Spring Valley, California, 92077.)

The Museum extends cordial congratulations to Leonard D. Salisbury, SD&AE locomotive engineer, who retired July 25th after almost half a century with the line. Mr. Salisbury piloted his last train over the El Cajon Branch on July 25th at the throttle of #1126, with #1111 and #1125 m.u.'d behind. A sign on the cab proclaimed: "Today is the engineer's last run, 1924-1973." When young Salisbury hired out on the railroad, at the age of 17, it was called the San Diego & Arizona Railroad and John D. Spreckles had pushed the line through Carrizo Gorge only five years earlier. Gasoline motor cars were running to the race track in Tijuana and to La Mesa on the Lakeside line. Mr. Salisbury very likely worked on #104, now on display at the San Diego County Fairgrounds.

He was promoted from fireman to engineer in 1943 and resigned as Chairman of the local Brotherhood of Locomotive Engineers in March of this year. A complimentary issue of this REPORT is being sent to Mr. Salisbury, who with his wife, will soon permanently foresake San Diego for the wilds of Idaho.

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Lots of construction going on in La Mesa. In connection with a new intersection at Palm and University a timbered grade crossing was installed on the SD&AE trackage. The work necessitated the shortening of the old spur just south of the intersection. Some of the original rail, still in place, is 60-pound steel rolled in 1882. Original plans almost eliminated the spur altogether, but after all construction was finished it was discovered that enough room remained to replace the original spur with a shorter one of one-car capacity.

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You may never see this again: passenger cars on the El Cajon branch of the SD&AE! Mr. Parker Wolfe, Solana Beach businessman, has purchased a number of streamlined ex-Union Pacific chair cars for non-railroad purposes and two of them were seen recently on the old Prevost Spur in Lemon Grove. It makes one dream of all kinds of impossible activities....but, the last passenger train ran over the branch in 1928.

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PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

presents

A ONE DAY TRAIN TRIP IN MEXICO

SATURDAY, NOVEMBER 10 1973

Climb aboard a special Sonora-Baja California Railroad train for a trip, Saturday, November 10, 1973 from Mexicali, Baja California, to Puerto Peñasco, Sonora, and return. Puerto Peñasco is a remote and unspoiled fishing village on the northern shore of the Gulf of California. The 312 mile round trip will include travel across the Colorado River delta country below Mexicali and across the forbidding Altar Desert. In Puerto Peñasco, excursionists may visit the shops, watch the fishing activity and stroll the streets. Climb aboard for an unique experience. The special train will leave the International Border (Calexico-Mexicali) at 8:45 A.M. All seats on the train, as well as connecting buses are on a reserved seat basis. Patrons may drive to the U.S. side of the Border, or, utilize a special connecting bus service from the San Diego area specifically arranged to make connections with this train. Since seating on this train is on a reserved seat basis, we recommend passengers desiring to be seated as a group submit one order for tickets for the entire group.

FARES are: Train - Adults $16.00; Children 5-11, $12.00. Connecting bus: Adults $8.00; Children 5-11, $7.00.

Send in your reservation request immediately to PSRMA, Inc., P.O. Box 19219, San Diego, CA, 92119. Sale of tickets is on a first come, first served basis for reserved seats and is subject to capacity of train and buses. Tourist Permits are required. Reservations must be made well in advance. Mail in yours now. Deadline date is November 3, 1973. You will receive your tickets and additional information regarding this trip by return mail.

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Send this form to PSRMA, Inc., P.O. Box 19219, San Diego, CA, 92119. Cut along the line. Please enclose check or money order payable to PSRMA, Inc.

Name_______________________________ Train: Adults____@ $16.00; Children (5-11) ____@ $12.00. Seats are reserved.

Address_____________________________ Bus: Adults____@ $8.00; Children (5-11) ____@ $7.00. Seats are reserved.

City and ZIP_________________________ For bus riders: I'll board the bus at: ____U.S. Grant ____La Mesa ____Chula Vista

Phone (Area Code)____ (Number)___________

Please print above information

SCHEDULE (all times, except starting times, are approximate):

Lv. San Diego and Chula Vista*	6:00 am
Lv. La Mesa*	6:15 am
* Optional bus connection	
Lv. International Border (Train)	8:45 am
Lv. Mexicali railroad station	9:15 am
Ar. Puerto Penasco	12:45 pm
Lv. Puerto Peñasco	4:45 pm
Ar. Mexicali railroad station	8:30 pm
Ar. International Border	9:00 pm
Ar. San Diego area - hopefully by midnight	

FOR MORE INFORMATION Further information may also be obtained by contacting PSRMA, Inc, at (714) 280-1781 or P.O. Box 19219, San Diego, CA, 92119.

MEALS Beverages and sandwiches will be available for purchase on the train. Puerto Peñasco has limited meal service which will be described in a bulletin given you with your tickets. Have breakfast before you leave and bring along a good supply of food.

LODGING Overnight accomodations are available in Calexico, El Centro and Mexicali, but you must make your own reservations.

TOURIST PERMITS Mexican Tourist Permits are required. They may be obtained at the Mexican Consulate or at the Mexican Government Tourism Department. Application forms and details pertaining to obtaining the Tourist Permits will be forwarded with your tickets.

NOTICE This excursion is a special train movement on a foreign railroad and is on a long and tight schedule. Although every effort will be made to assure a comfortable trip, no guarantee can be given about conditions and type of equipment (first or second class cars), time of arrival in Puerto Peñasco or return to Mexicali, not to mention air-conditioning and weather. The sponsoring organization acts only as agent between clients and all services for this tour and, furthermore, holds itself free of all responsibility for any damage, delay or loss occasioned by or from any cause whatsoever.

REFUNDS on cancellations received after November 3, 1973 will be made only if space is resold.

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

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Address Correction Requested

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In recent months some very unusual trains have been noticed on the branch to the eastern cities. Member Wally Barber saw one go by his office recently in La Mesa with five and about 30 cars in tow.

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Tonnage on the mainline to El Centro also appears to be picking up. Some big trains for the SD&AE (40-50 cars or more) have been seen. Mainline train numbers are still 451 westbound and 452 eastbound.

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So you think you would like to hitch a ride on a freight train to get the scenic tour through Carrizo Gorge. Don't try it! Railroad officials have been picking such people off the trains at Tijuana and turning them over to the Mexican customs officials as illegal aliens.

FREEDOM TRAIN II BEING REVIVED

The High Iron Company is reviving the post-World War II Freedom Train as part of the American Revolution Bicentennial Celebration (see the story of PSRMA's contribution to the ARBC on page 2). The Freedom Train is a red, white, and blue assemblage of equipment expected to tour the entire United States. Motive power will be an ex-Norfolk and Western 4-8-4.

The trip will begin in spring of 1975 in the Nation's oldest community, St. Augustine, Florida, and terminate in Philadelphia sometime around July 4th, 1976. On board will be originals, or exact copies, of historic items in America's history ranging from the Liberty Bell to the Declaration of Independence.

Considerable work remains to be done, chiefly in the area of fund-raising, but the steam-powered rebirth of the Freedom Train is indeed worthy of support and hopefully it will visit San Diego during its myriad of travels.

DATELINE HAWAII - ANOTHER RAIL MUSEUM SUCCESS STORY

Another operating museum railroad line is on the brink of success, this one being halfway across the blue Pacific. The Railway Historical Society chapter in Honolulu has recently completed restoration of a three-foot gauge steamer 0-6-0 saddle-tanker. Add this to a diesel and several freight cars in their collection, all the islanders need is some track (sound familiar?)....

Well, their Congressman has introduced a bill that will probably result in the donation of 13 miles of U. S. Navy railroad on Oahu's leeward (southwest) coast to the Chapter for an operating railroad. The historical group expects to become nearly self-supporting once actual operations get underway. Good luck to our colleagues across the sea!

"THE DEPOT" RESTAURANT OPENS - WITH A FAMILIAR FACE IN FRONT

"The Depot," a restaurant and cocktail lounge developed by Milt Pollard in the 1881 California Southern Rail Road (Santa Fe) depot at National City, has formally opened to the public. A special pre-opening champagne buffet preceeded the actual opening.

The setting is heavy with nostalgia, right down to the old graffiti on the chimney in the former freight house. Even the old freight scales remain in the floor and the platform still jiggles when one walks across it. The old brick vault, with its original 1881 iron doors displaying hand-painted scenes once viewed from the windows of Wagner Sleep Cars, has been converted to a wine cellar.

Stealing the show from an impressive array of railroad equipment in front of the depot is our very own 1884 Rock Island 0-4-0T all painted up fit to kill. You may find #82's paint scheme a little on the gaudy side, but she's restored and on public display and that's important! Arrangements are being made at the present time to install a small placque on the locomotive, currently leased to Pollard, indicating its ownership by PSRMA.

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Accompanying PSRMA's locomotive in the display area are two refrigerator cars, a Santa Fe caboose, ex-Santa Fe baggage lounge #1303 (formerly owned by museum member Jack Stodelle and leased for a while by PSRMA), and various other pieces of railroadiana. Entrance to the restaurant, a stone's throw from the long-gone National City & Otay Railway shops at 24th and Cleveland, is made via the 1303, which has been converted into an attractive cocktail lounge. Attractive hostesses in "gay 90's" attire compliment the interior. Items from Pollard's attractive menu can also be enjoyed in the former agent's office and waiting room at the northerly end of the building.

Stop by some time for an evening of food and drink, or just to say hello to old No. 82. And there is a possibility our 1974 Installation Dinner may be held at "The Depot," but more on this later.

A NOTE ON CASH DONATIONS

Frequently cash donations are made to PSRMA by members and other supporters for special projects or general use by the Association in achieving our goals. In the past the donors and the amount of their donation has been acknowledged in the REPORT. It may be that some donors do not wish to have the amount donated made public; if that is the case and the donor so indicates, his gift will be confidential.

PSRMA MEMBERSHIP CONTINUES TO GROW

New Regular members since our last report include: Walter Barber of La Mesa, C. E. Bell of San Diego, Charles A. Leavitt of San Diego, Everett J. Leonard of San Diego, Harold J. Light of Solana Beach, and Carol Newland of San Diego.

Those who have joined the Contributing ranks include: R. B. Birkett of San Diego, Jack Hathaway of Sacramento, Darwin L. Hill of La Mesa, James J. Lundquist of La Mesa, Bert Selly of Encinitas, and Herbert M. Yaklin of La Mesa.

Welcome aboard all of you for 1973!

AND ONE LAST NOTE...

Don't forget the October 26th General Meeting. A special Absentee Ballot is enclosed for those Regular members that cannot attend to vote for 1974 PSRMA officers.

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PSRMA REPORT

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