PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

REPORT

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AMERICAN REVOLUTION BICENTENNIAL 1776-1976

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DUES: voting member(18 or over), $10. Contributing member(non-voting, any age), $3. Membership includes subscription to REPORT. Contributions of articles and other items of interest from the membership are encouraged.

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NOMINATIONS DUE AT JULY MEETING

Since PSRMA has only four (really 3, since the first meeting of the year is the dinner meeting) general meetings during the year, it is time again to begin thinking about who you feel should lead the Museum through the exciting Bicentennial year of 1976. A nominating ballot is attached to th this issue, and your choices can be either mailed in or voiced in person at the meeting on July 25th. Both"contributing" and "regular" (voting) members may make nominations, although only regular members may vote in the general election. Each member is strongly encouraged to exercise his or her rights in the important election process. The complexion of the Museum is changing. Many new and exciting things await us in the years to come, and as we grow, strong leadership is needed to keep the PSRMA fires burning brightly.

GOLD SPIKE STEAMUP "TERRIFIC"!

It was a pleasant, sunny, warm day that greeted the 50 or so members and their families on Saturday, May 10th at the Johnston family estate in the Cuyamacas. Porter 0-4-0 No. 3, the "Marie E.", was in great form and performed flawlessly, to the delight of everyone concerned. Many of the women accepted Mrs. Johnston's hospitality indoors or on the deck overlooking the curving Cahuilla Gulch trestle. The 3-spot really began to bark on the ruling 4% grade with a full train. Her stack talk and whistle could be heard from every corner of the valley.

Several members, among them Herb Yaklin and Dick Pennick, were completely outfitted in striped engineer's overalls, cap, and red bandanna. And thanks to the efforts of Ron Milot, Larry Rose, Dick Pennick, and others who acted as train conductors through-

out the day, there were no mishaps. Member Bob Bailey's camera was in evidence everywhere, both on and off the train. This writer looks forward to seeing some really great prints as a result. Dick's daughter Victoria and wife Karen spent much of the day manning the check-in table at the main gate and selling member identification badges. The clean-up and ballasting work, especially around the engine house, that had been accomplished earlier by some of our members, greatly improved the appearance and safety of the area. Everyone had a really good time. Lots of picnic lunches in evidence. All in all, a wonderful day of steam railroading, thanks to the efforts and hospitality of Ollie and Marie Johnston.

COLLATERAL NEEDED FOR 1509 LOAN

Due to member Jack Stodelle's involvement with the purchase of a radio station in another town, he is required by the FCC to have all of his financial affairs in order prior to the purchase. One of these "financial affairs" involves our car 1509, since it is Jack from whom the Museum is currently buying the car. Jack used a savings account to collateralize a loan to buy the car from its former owner. He must now remove this collateral to satisfy the FCC, which then leaves him without collateral to carry the balance of the loan. Only $2000 (approx.) remains to by paid to Jack for the car, and the Museum is paying off the principal just as fast as its finances permit. But now we need 10 members willing to place $200 each in a special savings account at San Diego Trust & Savings Bank's main office to collateralize the loan. These would be individual passbook accounts earning 6% interest, payable quarterly. The interest could be withdrawn by the passbook holder, but the principal amount would have to remain on deposit until the loan is repaid. 20 members depositing $100 would accomplish the same thing, or 40 members depositing $50. We don't care, as long as the end result is the same. When the loan is repaid, the collateral will no longer be needed, and the depositors can then either withdraw their accounts, plus accrued interest, or leave them on deposit, at their pleasure. Call President Dick Pennick (463-2276) if you can tie up a few bucks for awhile, or if you would like any additional information. Jack, a long-time Museum member and one of the prime movers involved in placing the old steam engine at the Del Mar fairgrounds in 1954, would like to get out from under this thing as soon as possible. Won't you help?

MEMBERS RESPOND TO BOOTSTRAP

Our "Project Bootstrap" appeal in last issue has stimulated an encouraging response, and the appeal will be repeated in subsequent issues for the benefit of our newer members. If you have not yet sent in your check or pledge, or whatever, you are encouraged to do so.

WETBACKS & WINOS"CHARTER"VICTORIA

Two breakins occurred on board our car "Victoria" during May and June, both by either wetbacks or winos,and both via the patched-up window broken earlier in a successful break-in attempt. Master Mechanic Bob DiGiorgio discovered a young wetback in the car in May, but the alien got away taking the velvet bedspread and other items with him. The toilets had been used, but without any water to flush with, the expected problem ocurred. We sure hope Santa Fe comes through with that night light soon. Much more of this and there will be nothing left but a bright blue shell on wheels!

DEL MAR BOOTH STAFFERS NEEDED

There are still some fair dates that need staffers for our fine booth this year, mostly during the weekdays. It's a great way to meet people, talk about PSRMA, and for the men-folks the girl-watching is outa sight! Call George Geyer (234-0555) to sign up for a shift or two. Shifts are 6 hours each, 2 shifts per day. If any shift goes unfilled, the booth becomes unproductive. Uncounted numbers of potential members may be turned away. George is awaiting your call.

MIRAMAR TOURS KEEP STAFF BUSY

Under the capable guidance of Linda DiGiorgio, a small (VERY small) number of Museum volunteers have entertained an impressive number of public tour groups at our temporary display site at Miramar Naval Air Station. The following schedule for May will give you a typical example of the hectic schedule and the dedicated Museum volunteers who keep the schedule and make it all work to the betterment of the Museum:

TOUR DATE	NO. IN PARTY	MUSEUM HOST
May 1	30	Al Vartanian
" 5	30	Al Vartanian
" 13	35	Al Vartanian
" 15	30	Linda DiGiorgio
" 18	30	Ron Milot
" 20	25	Al Vartanian
" 21	50	Al Vartanian
" 22	50	Linda DiG./Raoul Morales
" 27	30	Linda DiGiorgio
" 28	20	Linda DiGiorgio
" 29 (2)	30/30	Linda DiG./Ron Milot
" 30	30	Al Vartanian

Please take special note of the fact that the same names keep showing up time after time. These names represent only 2% of our membership! Staff hopes potential helpers aren't scared away because they know nothing about the display! Linda provides all the information and assistance you will need to conduct a tour. Besides, what better way to learn than to do! Call Linda on the Museum phone (280-1781) and do something out of character for a change: get in the PSRMA habit!

JUNE HONOR ROLL

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

- Al Vartanian (donated many hours of his time)
- Linda DiGiorgio (donated many hours of her time)
- Ron Milot (donated many hours of his time)
- Raoul Morales (donated his time)
- Miss Anita Rhein (donated picture frame, Sorry I missed you last month Anita!)
- Ron Zeiss (special mention for the great job he's been doing with the mailing of REPORT)

SECRETARY STILL NEEDED

We still have no takers for our plea last month for a concientious member to help out our Secretary, Frieda Butler. Interested? Call President Pennick and lend a hand.

MUSEUM MEMBER JOINS BANK

James T. Slingsby, PSRMA member and former head of the Bank of California's local Trust department, recently became Vice-President and Trust officer of La Jolla Bank & Trust Co. Congratulations, Jim. Hope everything works out for you.

LIBRARY GAINS RAIL BOOK

A review copy of Chad and the Elephant Engine, a children's story based on an old railroad legend of the 1880's, has been received by the Museum from Atheneum Publishers, New York. It's a delightful story, and will sell for $5.95. It makes an interesting and unusual addition to the Museum's growing library of railroad books, magazines, photographs, timetables, passes, and other railroad material.

RAIL LIBRARY ACCEPTS PSRMA PROPOSAL

The Directors of Southwest Railway Library, a rail history research facility with offices in the Amtrak station, recently approved a request by PSRMA to transfer most of the Museum's non-hardware railroad material to SRL on a temporary research/loan basis. This request was made to assure a suitable home for the large accumulation of donated items received over the years, and will make the material available to researchers until PSRMA can provide a suitable facility of its own. Transfer of items has already begun and will continue as long as space is available. This arrangement is a large step forward in the Museum's continuing effort to provide educat-

ional services to the public.

GROUP SEEKS SD & AE SERVICE

A Lemon Grove Citizen's Advisory Committee wants to build an old-fashioned yellow train depot in their town and operate weekend excursion trains from that point, over the San Diego & Arizona Eastern Ry.'s tracks, to Carrizo Gorge. State Senator and railbuff Jim Mills, a one-time passenger in the cab of our Shay locomotive, told the group "it is an old fight. Dozens of people have tried. The railroad people are very resistant". The latter comment is a prime candidate for the "understatement of the year" award. The chance of success is about the same as the proverbial snowball in the firebox of a steam locomotive. Someday -- maybe. But don't hold your breath. The railroad has its reasons. I'm sure that, to them, the reasons seem valid. Mills suggested interested communities and rail buffs could pool their resources and purchase a rail diesel car, but he added that the railroad probably would not permit its use.

COUNCILMAN HUBBARD NO RAILFAN

San Diego City Councilman Lee Hubbard, a candidate for Mayor, feels the new estimate of $7-$8 million to acquire and refurbish the 60 year-old Amtrak station downtown is too high a price to pay for such a project. He said the City desperately needs the $200,000 annual income from taxes that would accrue if the railroad's plan for a $46 million office and shopping complex was allowed to replace the grand old structure. What some people don't seem to realize is that our country's heritage is so easy to destroy but so virtually impossible to replace. Mayor Wilson, incidentally, is in favor of the depot renovation, as is PSRMA!

BICENTENNIAL FREEDOM TRAIN

Your editor had hoped to have a complete rundown on the schedule of the steam-powered American Freedom Train this issue, but as usual, time has flown out the window. I will endeavor to get it together for next issue. Promise! Train is due in San Diego, January 11th. We MUST have 1509 completely restored by then, so we can show it off to all the people coming down town to see the train.

1509 SEES PROGRESS IN MAY

On Saturday, May 24th, a bad weekend for some people evidently, Ron Milot, Steve Rosefeld, Steve Adams, Larry Rose, Warren Pennick, and Dick Pennick, spent a very enjoyable and worthwhile day getting our ex-Santa Fe observation car ready for next year's Bicentennial display. Your Superintendent is faced with a bewildering dilemma: since there are only two ways to restore the car, i.e. do it ourselves with volunteer labor or hire the work done by professionals, which seems to say that either volunteers are needed, or else sufficient money to hire the work done. Since sufficient money hasn't been forthcoming, it's only logical to assume that the deficit will be made up in volunteers. But this hasn't materialized either. Is there another alternative we haven't considered? If so, please call or write your Sup't (463-2276) and fill him with your ideas. He feels he's between a rock and a hard place. When Ron Milot or Dick Pennick call you to enlist your help, please spare us the agony of a "maybe". "Maybe" generally means "I refuse to commit myself. I want to leave myself an out in case something better comes up". Unfortunately, we simply cannot operate on this kind of non-committal attitude. We ask only that you give us one day a month! We even let you know the exact day weeks ahead of time so you can fit it into your schedule. If all of this discussion embarrasses you, we have hit the heart of the problem! Get in the PSRMA habit!

JUNE DATE SET FOR 1509

Saturday, June 21st, is the date of the next regular work party on car 1509. Please circle this date on your wall or desk calendar, set your other obligations aside, and come out to enjoy the sunshine, companionship, and personal satisfaction of helping!

Incidentally, we need some people with experience working with fibreglas. We will have a whole bunch of this work to do soon.

TEXAS HEARD FROM

Trinity Valley Railroad Club, a fine rail museum group in the Ft. Worth Texas area that once carried your Superintendent as a member in 1962, had a write-up in their April-May newsletter "Bulletin Board" about their latest bout with vandalism, mentioning our similar problem with "Victoria". It's a good article and echos our concern about a problem that is growing like a cancer throughout the country.

OPEN LETTER TO CORRESPONDENTS

Thank you one and all for taking the time to write your editor, and for having the patience to await my often-tardy reply. The stack really gets big sometimes, so bear with me. I'll get around to your letter eventually!

SD & AE NOTES

The eastbound Roustabout to El Cajon on the morning of May 24th had an interesting consist. Cut in ahead of caboose 1071 was a maroon and red chair-buffet car lettered "Black Hills Central" No. 3343. The beginnings of commuter service on the SD & AE? you ask. C'mon. Would they do that? It might accidentally make money, heaven forbid! The ex-Illinois Central 44-passenger, roller-bearing car, complete with Titelok couplers and steam ejector air conditioning, was purchased by millionaire El Cajon industrialist James Straza for a reported $15,000 from the South Dakota tourist line. The car is presently stored on Straza's Jet Air Engineering Co. spur, where it is undergoing a complete interior rebuilding. Word is that car will be moved to Kentucky for use by Straza there.-- During the week of May 26th, SD & AE crews removed the switch on the Heartland Building Materials spur in El Cajon. That brings to two the El Cajon spurs now without a connection to the mainline. The other is the remnant of the former El Cajon Citrus Association spur, later used by a moving company.--

Engineer Hopkins is back on the mainline. Engineer Dallas Keever is still nursing his broken leg. Eagle-eye Ben Martin, a French-Canadian ex-steam fireman from the Canadian National, is hogging the Roustabout. Train rolled into El Cajon the other day with an old steel C & NW boxcar built in the primeval days of July, 1940. Do we have room for another boxcar?

June 7: Steam thresher operation, 601 North Broadway, Escondido.
June 14: Steam thresher operation, 601 N. Broadway, Escondido.
June 21: Bicentennial preparation, car 1509, MCRD, 9-4 p.m. (463-2276).
June 23: Del Mar Fair starts. PSRMA booth in Trade Mart (234-0555).
June 28: PSRMA booth at Grossmont Shopping Center (234-0555).
July 1: Board meeting, SDT & S Bank, San Diego, 7:30 p.m. (291-4787).
July 25: Quarterly general meeting, House of Hospitality, 7:30 p.m.