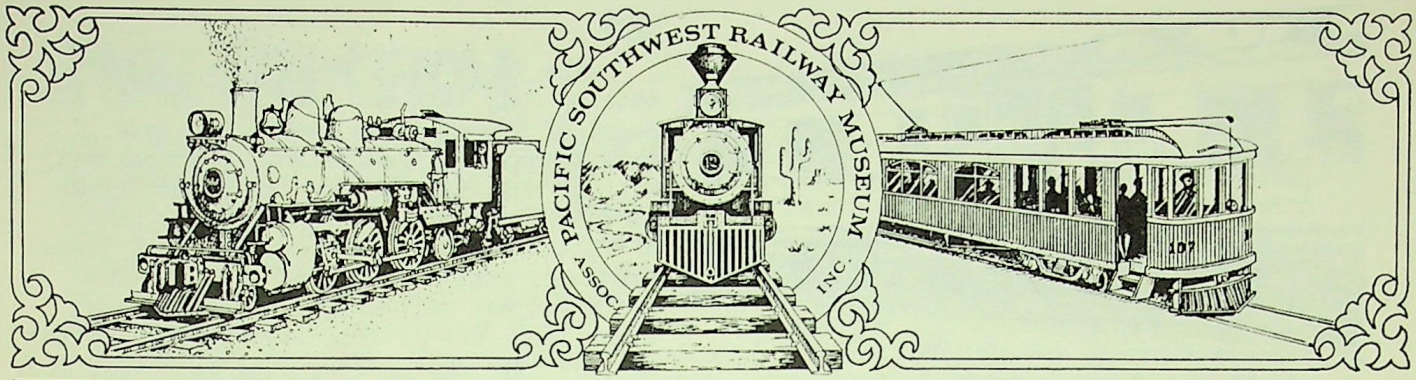


June '78 **REPORT** No. 147

OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

MTDB Faces Crucial Rail Transit Decision

Will San Diego get a high-speed rail transit system? We will soon know the answer. The Metropolitan Transit Development Board will make a decision on that question July tenth. Basically, the MTDB directors will choose one of three possible courses of action: immediate guideway implementation with modern high-speed rail equipment, deferred guideway implementation (acquisition of S.D.& A.E. right-of-way and then holding it for future use) or no rail transit system.

Naturally, PSRMA leans heavily toward the first idea, would tolerate the second and would be outraged and made physically sick if the third possibility were to adopted. Make no mistake about it. THIS IS THE LAST CHANCE FOR RAIL TRANSIT IN SAN DIEGO! If the S.D.& A.E. right-of-way is scrapped out and covered with industrial parks, homes and shopping centers our fate will be more choked, stinking freeways and more foul, brown sludge air. The "City in Motion" will become like a rotting corpse, animated only by the fitful movement of millions of tiny maggots.

The existence of the S.D.&. A.E. Railway along natural transit corridors is a fluke and an opportunity unknown in most big cities that scrapped their pollution-free electric trolleys and interurbans years ago. We sold our soul to the automobile and a rail transit system on the S.D.& A.E. is our last chance to reclaim it.

We will never kick the gas hog habit if an alternative transport system is not allowed to get started. The MTDB guideway plan is the right system at the right time and has many favorable arguments going for it:

It puts no pollutants in the air.

Its installation will cause no disruption or property condemnation because it will operate on an existing rail right-of-way.

It will utilize time-tested technology (this is light rail, not a heavy-duty BART boondoggle).

Substantial state gas tax funds are available to finance it.

It will breathe new life into a decaying downtown.

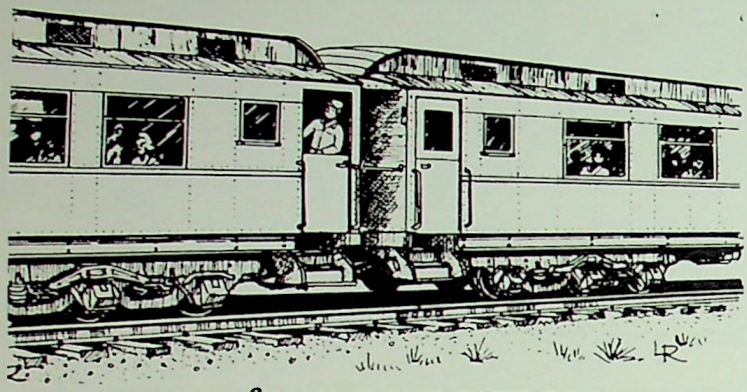
MTDB has been kind enough to provide PSRMA with copies of the final report on the proposed guideway system and the staff recommendations. It is a highly interesting set of documents showing plans of bus connections, park and ride lots and future expansion schemes. There is a mountain of statistics covering every imaginable physical and financial impact of the system on the community.

Citizens will have a chance to hear how the system works and ask questions before the final decision July 10th at a series of town hall meetings in June. Here is the schedule:

June 14th, 7:00pm, 1960 National Ave., San Diego
June 15th, 7:00pm, City Council Chambers, 276 4th Ave., Chula Vista
June 20th, 4:00pm, Community Concourse, 202 "C" St., San Diego
June 22nd, 7:00pm, City Council Chambers, 8130 Allison, La Mesa
June 29th, 7:00pm, La Mirada Elementary School, Avenida De La Cruz, San Ysidro

Plan to attend the meeting in your area and voice your support! The S.D.& A.E. Railway abandonment situation is a golden one-time only opportunity to get a rail transit system started---so let's do it now!

(L.R.)



VIEW from the VESTIBULE

By Jim Lundquist

AMTRAK

The U. S. Department of Transportation (DOT) has released their study on Amtrak, and, as predicted, it is written in an anti-passenger train fashion. Although California service would remain about the same, the country as a whole would lose several long-distance trains.

California would lose, if adopted, the San Francisco Zephyr (Oakland, Salt Lake City, Denver and Chicago) and gain daily service between Los Angeles and New Orleans (presently three trips a week) via the Sunset Limited. The San Joaquin would be extended through the Tehachapi Loop to Barstow, connecting with the Southwest Limited to Chicago, the route of the San Francisco Chief (except on S.P. track in the Bay Area). If this extension comes about, Caltrans would no longer need to pick up some of the costs for the present San Joaquin, enabling them to expand service elsewhere.

A hearing on the plan will take place in Sacramento. Read up on the plan and write to your representatives with your ideas.

Here's a little good news; Amtrak rates between San Diego and Los Angeles will go down from $9.25 to $8.80 on July 1st. The same discounts will still be in effect for weekday travel as we now have. The lower fare came about only after Caltrans took a firm stand on the issue and threatened to stop at nothing to reduce rates.

The Pullman strike has finally ended, with about 30% of the union members returning to work on the bi-levels. These are the same cars that were due two years ago! And people can still ask why firms don't buy American made products?

MTDB

The final plans are now in, and the date of July 10th has been set for the MTD Board of Directors to decide the fate of rail transit for San Diego. The community will be well informed of the plan through meetings, one of which was held on behalf of PSRMA last month. There are many items which now must now fall in place or the whole project will stop. MTDB has done their job, (see articles elsewhere) now let us just hope the unions, city councils, S.P. and everyone else does theirs.

The Environmental Impact Report described in last month's "From the Cupola" awaits citizen input. The deadline for written comments has been extended until June 26th.

A recent survey by Eva Maddox Associates of Chicago shows that proximity to train transportation is again becoming a primary consideration in locating new businesses. A good transportation system does much more than just move people.

LEGISLATIVE NEWS

Southern Pacific's move before the Public Utilities Commission to stop service between San Francisco and San Jose has been denied.

Espee has just about pushed Caltrans into arbitration to start overnight service between San Diego and Sacramento. Legal action is all that Southern Pacific listens to.

REPORT

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

EDITOR - Larry L. Rose
ASSOCIATE EDITORS - Ken Helm, Tanya Rose
CIRCULATION - James J. Lundquist

Published monthly by the Association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history.

Membership dues: $12.00 per year regular, $4.00 per year contributing. Family memberships $12.00 per year for head of household plus $2.00 for each family member per year. Lifetime Memberships in PSRMA are available for $300.00. The official telephone number of PSRMA is (714)-280-1781.

The Officers and the Directors of PSRMA, at present, are:

H. C. Kerr, Jr. - President
Larry L. Rose - Vice President
James J. Lundquist - Secretary
Brenda Bailey - Treasurer
Richard E. Pennick - Board Chairman
Norman R. Hill - Director
Kenneth Helm - Director
Jack Linn - Director

Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA, or its officers or directors. Opinions which are expressed in signed articles are those of the author only.

FROM THE CUPOLA

by H. C. Kerr, Jr. President

SAN DIEGO'S RAIL CLUB, A CARRISO GORGE OPERATOR? - That's the title of an article in the July, 1978 issue of RAIL CLASSICS magazine. During the past year, Denis Dunning, editor, and Ed Stauss, associate editor of RAIL CLASSICS, have visited San Diego with the expressed purpose of writing an in-depth article about PSRMA. Its out now, nationwide, and a real humdinger it is! Eight pages include fourteen black and white photos, one color splash and about 2,000 words of up-beat text. Ed Stauss out-did himself this time, presenting a no punches barred expose on PSRMA for all the world to see. PSRMA is presented as having the potential of becoming THE railroad museum of the southwest. I urge you all to go out and buy a copy of the July RAIL CLASSICS at your favorite hobby shop, newsstand or magazine shop. If you can't find a copy locally, send $2.50 to RAIL CLASSICS, Challenge Publications, Ind., 7950 Deering Ave., Canoga Park, California 91304.

MEMBERSHIP CONTEST- PSRMA's membership contest is now three months along and doing well. I'm a wee bit disappointed, though. It looks like 2% of the members are doing all of the recruiting! We need more people involved. This is your museum, and only through your efforts are we going to make PSRMA the best railroad museum in the southwest. The contest prize is worth winning, but the best prize of all is a strong, growing and prosperous PSRMA. Let's all pitch in now, get a little sweat on our brows, and before we know it PSRMA will have 850 members. Hop to it, you all!

1979 OFFICERS AND DIRECTORS- Beginning with the July 28th general meeting nominations will be open for officers and directors to serve PSRMA during 1979. Included in the July REPORT will be a nominating form. 1979 will be the most crucial year in PSRMA's history. Several major projects will all be coming together at about the same time, such as the La Mesa Depot Railroad Museum and display, and the probable increased excursion activity, move to Campo and ground breaking for our permanent museum facilities. Choose carefully when you nominate someone to fill an office. It is most important that you only nominate a person willing to serve if elected. Strong leadership is needed during this growth period; we can't afford to drop the ball now. At this time I wish to announce that I will run again for president.

PROJECT CRUNCH- There was never so much to do, by so few, as now! Unless more volunteers are forthcoming (or major cash contributions for paid help are obtained), PSRMA can't possibly accomplish all of the scheduled work by the target dates. I'll mention just a few of the on-going projects that must be completed by certain dates, they are: NAS Miramar rolling stock which must be painted this summer (by order of that command); repair and painting of the Poway cars before next winter and certainly before movement to the La Mesa Railroad Museum next year; repair and repainting of the two locomotives at Perris, one of which is to go to the La Mesa Railroad Museum (these engines have been neglected for ten years); sprucing up VICTORIA, queen of our fleet, now beginning to feel the impact of a third year of open house and the La Mesa Depot building itself, which will require a year's hard work before being ready for the public. If any of you can help in any way, please call restoration chief Larry Rose at 469-3064.

Staffing of VICTORIA again will be a manpower-short task when we open up daily for the summer tourist trade. Please call Jo Pressnall (435-5022) and volunteer to staff the VIC for at least one day this summer.

Finally, all museum activities need volunteers, not just the major functions mentioned above. Please call me if you can help in any manner. My number is 291-4787.

REMINDER---GET YOUR COPY OF THE JULY RAIL CLASSICS MAGAZINE BEFORE THEY ARE SOLD OUT! TRY THE WHISTLE STOP DOWNTOWN OR REED'S HOBBY SHOP IN LA MESA. -----AND HURRY!!

VANDALS RIP LA MESA DEPOT

Windows that had survived intact for 84 years were smashed in a mindless attack on the old La Mesa Depot last month. Toilet fixtures were smashed and the baggage door was taken down and the track and roller hardware stolen. Not a single window was spared in the attack by unknown witless scum. The senseless destruction was apparently caused by the abandonment of the only nearby residence to make way for a housing project. The house also was ransacked within days of the departure of the occupants.

The old depot had survived untouched by anyone except Mother Nature in a tree shaded field in Lakeside since 1954 when it was moved from La Mesa to be part of an old western town display. PSRMA acquired the vintage structure in March, 1975 from the estate of Flossie Beadle for a total price of $1.06.

Built by the San Diego, Cuyamaca and Eastern Railway in 1894, the little 10'X 40' building is a classic example of turn of the century style, small town board and batt train stations.

PSRMA is preparing a formal proposal to be presented to the La Mesa City Council outlining a plan to return the old depot to downtown La Mesa on a site next to the S.D. & A.E. tracks only a few hundred feet from its original location. The city has recently

This photo from the collection of Dick Pennick shows the depot still in La Mesa in 1953 just before it was moved to Lakeside to make way for the widening of Spring Street. The agents bay and north end passenger shelter were added in 1916 when the station was moved to here from the opposite (west) side of the tracks.

acquired a strip of land 35 feet wide on the west side of the tracks in the heart of downtown. This long strip is an ideal location for the station and perhaps for our two 1890 vintage wooden passenger cars that are going to have to be moved from Poway soon. Watch for more news soon on this important project.

The museum's overworked and undermanned restoration crew repaired some of the damage to the depot over the last three Saturdays starting with the Memorial Day weekend. The building was swept clean of broken glass and debris and weeds were cut down and

raked away from the exterior. The west and south facing sides have been scraped down and given a protective coat of paint and PSRMA's General Manager painted a sign describing the station's history and the plan to move it to La Mesa.

All of the damage can be repaired, however, it is unlikely that we can ever find a rolling door track equal to the ancient hardware that was stolen. The crew will be split between Miramar and the La Mesa Depot site at Mapleview and Ashwood Street in Lakeside for the next few weeks. If you can help, call General Manager Larry Rose at 469-3064.

The depot volunteers were Ken Helm, Jim Lundquist, Harry Hurry, Eric Sanders, John Ashman, and Larry and Tanya Rose.

Ending on a happy note, Bill Vana, a passer-by who lives in the neighborhood and is an ex-Santa Fe employee, was recruited by Tanya Rose along with his whole family! Bill is going to keep an eye on the depot and see if he can keep the vandals out of it until we can get it moved (hopefully) to La Mesa to a site which, incidently, is right across the street from the La Mesa Police Station! (L. Rose)

PSRMA TOURS STEAM LOCOMOTIVE WORKS

Mr. Chadwell O'Connor, a railroad buff, steam expert and president of O'Connor Engineering Co. in Costa Mesa, took about twenty PSRMA members on a tour of his plant last month that none of those present will soon forget. Mr. O'Connor was the successful bidder on a contract to build exact operating replicas of the two locomotives that touched pilots at Promontory, Utah, at the completion of the first transcontinental railroad on May 10, 1869.

The two locomotives are being constructed for the National Park Service for display and operation at the exact site of the famous Golden Spike ceremony that has become tradition at the completion of railroads, both real and model, ever since. The actual engines, Union Pacific's Rodgers built 4-4-0 Number 119 and Central Pacific's Schenectady manufactured Number 60, the "Jupiter", unfortunately did not survive to serve as models for this reconstruction. Number 119 was cut up in 1903 and the "Jupiter" met a similar fate in 1893.

Mr. O'Connor and his staff have done a most painstaking job of research to produce a set of erection drawings so accurate as to be instant museum pieces themselves. Mr. O'Connor's research team turned up books on early railroad practice so old and rare that they are kept in a vault. The PSRMA members were drooling over this data, especially General Manager Larry Rose who has been in the drafting trade for ten years and would have loved to have pushed a pencil on this project for nothing!

The steam shop itself was a marvel. The first impression was that we had entered a giant toy shop. Scattered about the spotlessly clean floor were beautifully machined steam locomotive parts of steel and brass and two precision built and hand-rubbed hardwood loco cabs. One loco frame had wheels and boiler mounted with steam chests and smoke box open so we could inspect the plumbing. Camera shutters were clicking everywhere. There was even a scaled down steam tugboat under construction out in the yard so finely done as to boggle the mind.

Everything on the two engines is carefully reproduced, even the correct old-time foundary data on the wheel rims! The only concessions made to modern technology is an oil firing system designed by Mr. O'Connor (the original loco's were coal and wood fired) and welded boiler construction although rivit heads are being applied to match the originals so the external appearance will be per 1868 practice.

Mr. O'Connor deserves the applause of railfans and historians everywhere for a super effort to make the world's two most famous locomotives live again, and for letting PSRMA's buffs have an up-close inspection of how it is being done. Special thanks to board chairman Dick Pennick for making the arrangements and again to Mr. O'Connor for being such a gracious and patient host. (L.R.)

Exhibit Staffers

by Tanya Rose

We are entering full-swing into the tourist season here in San Diego and the need for staffers is acute. Every day we are closed means less revenue for our coffers and many disappointed potential visitors. Call Jo Pressnall at 435-5022 to help with staffing or to give her a sorely needed hand at some light housekeeping on the Vic.

Summertime is when we wish to have our beautiful Victoria open every day to share with people from San Diego to Saudi Arabia. How fascinating so many of our visitors are! Each person who comes through Victoria's door is like a specially wrapped gift. How fun it is to loosen the ribbons and peer inside! All it takes is a happy "hello" and a sincere interest in each individual guest. Many pleasurable surprises await the host who takes the time to hear their observations. Come on down and staff our Victoria. Here's your chance to have some real fun. Just think! You, too, can learn to say "welcome" in Thai and Arabic!

I would be happy to add your name to our list of staffers in next month's REPORT. Getting to see their names in print for helping out last month are the following people:

John Patterson
Harry Hurry
Tanya Rose
Carol Lande
B. V. Parks
Mike and Steve Retz
Carol and David Green
Corsica Lascurain

ED SMITH SCORES DOUBLE ACE

by Larry Rose

Ed Smith "arranged" for the arrest of two more rock throwers last month. They never dreamed anything could happen to them for clobbering a Santa Fe midnight freight in Sorrento Canyon, but the night had eyes in the form of PSRMA's Railfan Patrol Director, who alerted the local special agent who happened to be close by. The two drunken louts scored hits on the lead engine but, fortunately, no train crewmen were hurt (this time). The two creeps hardly had time to celebrate their good aim before being handcuffed and tossed in the back of a police car.

These two apprehensions give Ed a total of ten "kills" making him a "double ace" in the "squadron" of PSRMA's Railfan Patrol. If you are planning a railfan trip, or train chasing outing, why not contact Ed Smith first? He will supply you with a "kit" showing you how to affect the arrest of any rail vandals or theives you might see, all by remote control. Railroad police will be more than happy to respond to your call. Write: RAILFAN PATROL, P.O. BOX 2141, EL CAJON, CA 92021 and Ed will send you all the information you need to earn your "wings" in the "vandal thwarting squadron".

Honor Roll

RALPH LAZEAR---donated many back issues of TRAINS magazine for PSRMA archives.

MILDRED WOODY---sent PSRMA a cash donation as well as a hardbound book about the mining and early railroading along Lynx Creek in Arizona southeast of Prescott. Mrs. Woody grew up in the area in a house only a few feet from a long-gone Santa Fe Branch at Poland, Arizona, and is mentioned many times in the book. Watch for her most interesting story in a future issue of REPORT.

KNUD ANTONSEN---sent in his yearly membership renewal for himself and son Lars accompanied by a $50.00 check with a note; "Keep the change for the restoration work..." WOW! That's another window for coach #576!

HARRY HURRY---donated a substantial amount of paint and supplies for the La Mesa Depot project. Harry, a Navy man stationed in San Diego, has taken a bus out twice to work on the depot this month. How about that for dedication!

Membership News

by Tanya Rose

What a great month this has been! PSRMA is now 458 members strong and growing daily. You people have me thoroughly stoked! I'll be getting "typist's cramp" from sending out memberships, at this rate. John D. Corder, our "happy hogger" for the BN, has started a McCook, Nebraska division for us and leads the membership contest with 23 points. Get this, fans, he has asked me for two dozen more brochures. His closest rival is local member Bob Martin with 16 points. John wrote me he is already thinking of planning his vacation time in '79 so he can come out and get the prize, so us other folks better get stroking if we want to beat him. Among our new McCook members are Aileen Murray, a retired railroad clerk; Earl Stevens, a retired hoghead; Jim Palik, BN engineer and his wife Carol plus other nice people who care enough about PSRMA to join us even though they live some distance away.

I'm proud to announce that "Chop" Kerr has recruited Howard Fogg, the nation's best known railroad artist. Bill Vana, a retired Santa Fe switchman, signed up his entire family, including out-of-town daughters Lois Marshall and Roxann Lee. I am delighted to welcome you all into the museum, and am pleased to note the ever-growing participation in this membership contest! Call me at 469-3064 if you have any questions on the contest. I will explain the scoring for each membership catagory and help you get started. Remember, contributing members, you can count yourself for three points if you upgrade your membership status to regular. Everyone who enters gets a free PSRMA calendar and a shot at winning a fantastic book "STEAM AND STEEL ACROSS THE GREAT DIVIDE, WILLIAM HENRY JACKSON'S ROCKY MOUNTAIN RAILROAD ALBUM".

REGULAR MEMBERS

John G. Brown
Steven R. Bernhardt
Gilman Cooley
Jim Corder
Howard Fogg
Ralph Freeman
Olga Hutt
Citlali Lascurain
Alan R. Mc Donald
Ellen L. Mc Guire
Aileen Murray
Dick Ruppert
John Schmeling
Orvis D. Scott
David Slater
Earl Stevens
Wood W. Moore

FAMILY MEMBERS

James M. Byerly, Jr. & wife Betty
Carolyn F. Carey and Mark
George and Mary Lazar
James J. and Carol A. Palik
Rev. John M. and Tom Collins (upgraded)
Mike and Diana Patton
Robert R. and Leanna W. Sterling
Bill, Dede, Guy & Lucky Vana & Betty Tilton
Ray And Carol Lethbridge (upgraded)

CONTRIBUTING MEMBERS

Richard R. Epstein
Matthew Jackson
Alan S. Johnson
Lois Marshall
Roxann Lee
Jennifer Paklos
Geoffrey Shepherd

MEMBERSHIP CONTEST SCOREBOARD

CURRENT STANDINGS		REGULARS	CONTRIBUTING	FAMILY	TOTAL POINTS
# 1	J. D. Corder	5	0	2	23
# 2	Bob Martin	1	1	3	16
# 3	Tanya Rose	0	2	1 (7)	9
# 4	H. C. Kerr	2	2	0	8
# 5	Dick Pennick	1	0	1	7
# 6	Dennis Massey	0	0	1	4
# 7-10	Larry Rose	1	0	0	3
# 7-10	Jim Lundquist	1	0	0	3
# 7-10	Pat Stanley	1	0	0	3
# 7-10	Brenda Bailey	1	0	0	3
#11-13	George Geyer	0	1	0	1
#11-13	Sarah Cooley	0	1	0	1
#11-13	Dave Mason	0	1	0	1

PHOTO OF THE MONTH

Editor L. Rose took this shot of PSRMA Treasurer Brenda Bailey and outgoing Superintendant Norm Hill riding behind a live steam B&O Pacific with the engineer-owner-builder hunched over the controls.

Taken one year ago Memorial Day at the Los Angeles Live Steamers layout in Griffith Park, it shows what lengths some people will go to in order to ride behind steam. Look at the grins on their faces even though their knees are stuffed under their chins!

PSRMA STAFF CHANGES

Norm Hill, a hardworking PSRMA'er for the last few years, has been regretfully forced to withdraw from his position as superintendant due to commitments to family and job in Orange County. Norm has also given up his seat on the board of directors. While at his post for PSRMA, Norm arranged for vital donations of paint and sandblasting services that resulted in three cars and a locomotive getting painted last year. The restoration crew will sorely miss him and his railroad knowledge.

The superintendant's job was filled last month by the appointment of John Ashman, A Navy chief boiler technician, who has been an active participant and hardware scrounger on the restoration crew for the past year. (See "Railfan of the Month" in the March, '78 REPORT.) Steve Rosefeld was appointed by the B.O.D. to serve the last seven months of Norm's director term. Steve has served on the board before and is currently PSRMA's purchasing and stores manager.

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