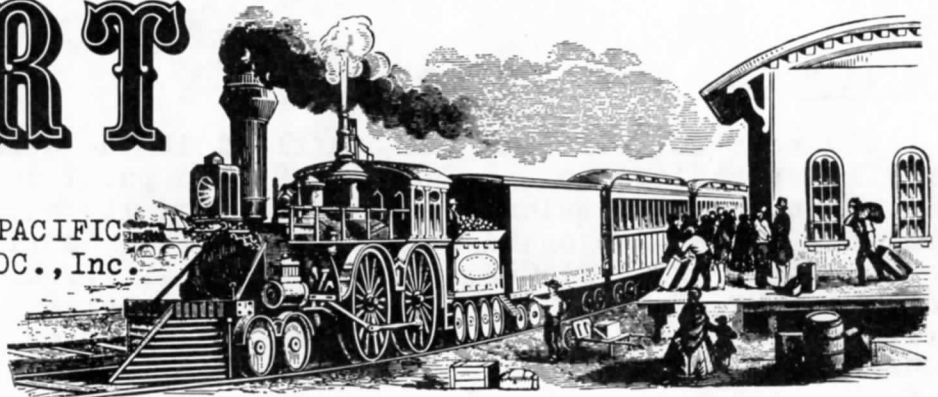


REPORT

Official publication of the PACIFIC
SOUTHWEST RAILWAY MUSEUM ASSOC., Inc.



FEB.- MARCH, 1977 No. 133

1977 DINNER SUPER GALA

by H. Chalmers Kerr, Jr.



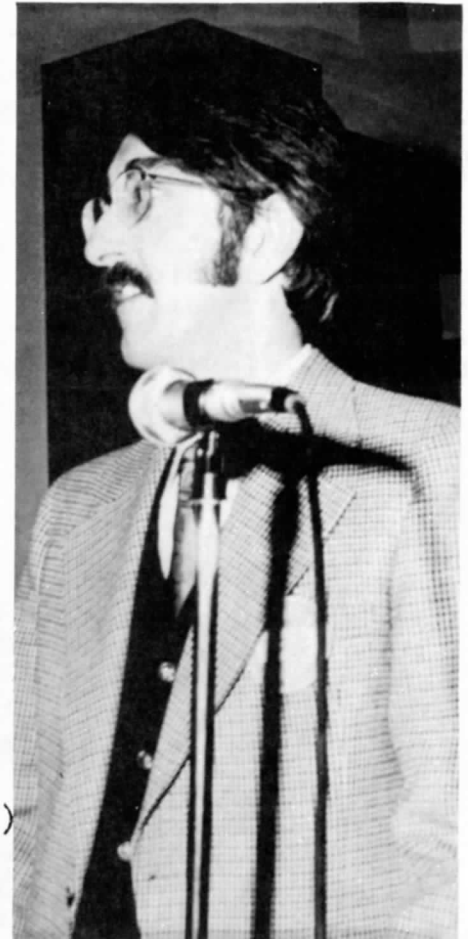
Guest of honor R.P. "Phil" Middlebrook, grand master of San Diego area railfan activity, & longtime photographer.

Norman R. Hill; Director, Barbarann (Mrs. Vern) Parker; Advisory Staff Representative, W. George Geyer; Chairman of the Board, Richard E. "Dick" Pennick. PSRMA Advisory Staff: Superintendent of the Operating Dept., Norman R. Hill; Publications Director, Dick Pennick; Special Activities Director, George Geyer; Records & Personnel Director, Tanya (Mrs. Larry) Rose; Storekeeper, Stephen C. Rosefeld; Comptroller, Eric Sanders; Public Relations Director, (vacant); Review Committee Chairman, (to be selected) SPECIAL COMMITTEES: Excursion Committee (W. Vernon Cook, chairman); Museum Land Committee (Chop Kerr, chairman); Embarcadero Exhibit Committee (Jo "Mrs. Lloyd D." Pressnall, chairman); Ways & Means Committee (vacant).

President Kerr presented a brief outline of Museum activities, accomplishments, and setbacks

The 1977 Annual Dinner and installation of officers, hosted this year at the elegant Imperial House Restaurant on January 30th, set a new attendance record for a PSRMA function: 94 members, spouses, and friends were present. The consensus view was that the restaurant prepared an excellent meal and that the mixologists kept the libations flowing at an acceptable rate. A good time was had by all, and it was suggested that PSRMA should have more than just one "dress-up" social event during the year. Special Activities Chairman please take note.

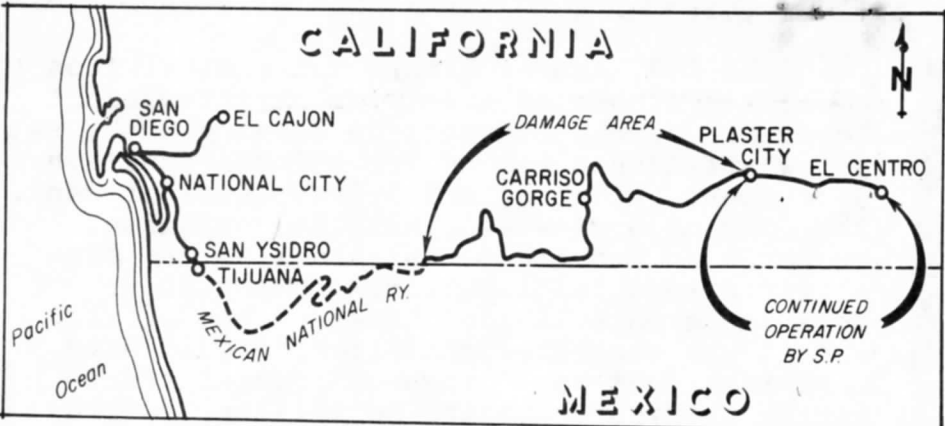
Master of Ceremonies, H. C. "Chop" Kerr, introduced the 1977 officers and directors, as well as all of the department heads and committee chairmen. They are: President, H. Chalmers Kerr, Jr.; V. President & General Manager, Larry L. Rose; Secretary, James J. Lundquist; Treasurer, Eric A. Sanders; Director,



Master of Ceremonies for evening's festivities, H. C. "Chop" Kerr, President of PSRMA.

SD & AE FILES FOR ABANDONMENT

Big news rail-wise in the Southland is the decision by the Southern Pacific Transportation Co. on February 9th to petition the Interstate Commerce Commission for permission to abandon all of its approximately 80 miles of railroad line in San Diego and Imperial counties. Not included is approximately 18 track miles between El Centro and Plaster City, which would continue to be served by the SP. Fate of the 45 miles of line between Tijuana and Tecate in Baja California is uncertain at this time. This portion of the SD & AE's route was transferred to the Ferrocarril Sonora-Baja California in 1969, upon expiration of a use agreement executed in the early days of the line. After the railroad discontinued all passenger service on the American side of the border in April, 1951, mixed train service was continued between Tijuana and Tecate until 1969.



The parent SP cited \$1.3 million worth of storm-damaged track and "a marginal economic potential" as the primary factors in the decision to discontinue the line. The 37 miles of track the SD & AE operates between San Diego and the Mexican border includes branches to El Cajon and Chula Vista as well as the portion of main line between San Diego and San Ysidro. The shops and yard of the SD & AE are located at the foot of 10th Street in San

Map showing portions of SD & AE Ry. being considered for abandonment. (S.D. Union map)

Diego. The SP freight engines stranded in San Diego by the tropical storm that damaged the line last year are still sitting in the yard awaiting a favorable deadheading agreement with the Santa Fe for return over the latter's line to L.A.

Rep. Lionel VanDeerlin, a man with a name long familiar to tinsplate train buffs, and a senior member of the House Commerce Committee, said the subcommittee on transportation and commerce has assigned a staff economist and CPA to analyze the SP figures justifying the abandonment. There is widespread belief that an increase in truck rates between El Centro and San Diego will result if the



Twisted track and warped ties on the roadbed of the San Diego and Arizona Eastern Railway mark the path of tropical storm Kathleen in September.

(cont'd from P. 2) line is not rebuilt. Westbound rail freight from El Centro to San Diego, still available at current rates, is now being handled via SP's line through Indio and Palm Springs to Colton, where it is transferred to the Santa Fe for routing to San Diego, 79 miles longer than the more direct SD & AE route. Denman K. McNear, SP president, told the local news media that "the SD & AE is just a line that has outlived its usefulness. It performed a useful service at one time, but its job is done".

San Diego area business and civic leaders, according to the San Diego Union, will fight the railroad's application when it comes to hearing before the ICC. The Unified Port District is one of the local agencies planning to appeal the application, citing the investment in bulk grain unloading facilities here. According to the Union, there is some speculation that the Santa Fe or some shortline operator may take over the urban trackage and possibly the Mexican portion of the line to Tecate to serve the brewery there. Barley and hops have been shipped to El Centro from the midwest, then transferred to the SD & AE for the trip to Tecate. If the line through Carrizo Gorge is not rebuilt, the brewery could be served by rail through San Diego and Tijuana.

State Senator Jim Mills, an acknowledged rail buff, feels the City should consider acquiring the San Diego-San Ysidro track for incorporation into some kind of mass-transit program, but is opposed to the abandonment, as is Lee Grissom, executive vice president and general manager of the San Diego Chamber of Commerce. Grissom feels the battle against abandonment can be won at the ICC hearings, according to the San Diego Union. He anticipates efforts to reconstruct the eastern portion of the line will be successful with a lot of work.



Three trestles were washed out and five others damaged during the storm, leaving trackage dangling in some areas on the rugged back country line.

Mudslides and washouts brought the total damage to \$1.3 million, according to the railroad. This scene is west of Ocotillo.

S.D. Union foto

(cont'd from P. 1) that occurred during 1976. In a capsule, 1976 was a turning point in PSRMA's fortunes, for the better, I am happy to say. A larger number of our members participated in a wider variety of Museum activities than ever before, a sign of a healthy organization. On the minus side was the continued intermittent vandalism of stored equipment and the fact that suitable land for our permanent museum facility has again eluded us. However, last year was a roaring success financially, comparatively speaking, the year ending with an \$8,477.76 "surplus". Fantastic! A hearty "thanks" to all who made the Bicentennial year such a success. It was largely a matter of members taking the time to get involved. And the nice thing is, involvement is contagious. Involvement begets involvement. The "surplus" is primarily the result of the Golden Age of Railroading exhibit, the rent of our equipment for the filming of "MacArthur", four successful excursions, and the tremendous increase in membership, which now stands at almost 400.

1977 is here and much needs to be accomplished. Volunteer hosts are needed for the Golden Age exhibit on the Embarcadero, restoration and maintenance sessions could use many more volunteers, excursions need minds and bodies for their successful planning and execution, and contributors are needed for REPORT articles, to name a few. These and other tasks can benefit from an infusion of new blood to ease the burden of the present group of volunteers and expand participation throughout our entire membership. There is a job for everyone regardless of your talents or abilities.

1976 was a great year, and with your help 1977 will be a vintage year for PSRMA. This year, as last year, our two most pressing concerns will be the acquisition of a permanent museum site and sufficient funds for its development.



Retired locomotive engineer C.N. Brown, his wife & son enjoy dinner. Brown began as fireman on Nat. City & Otay Ry.

The Museum was honored to have Mr. Dean H. Bristow, head of Santa Fe's mechanical dept. in San Diego, and his charming wife Nadine as its guests for the evening. The honored guests of the evening were San Diego's number one railfan, Mr. R. P. "Phil" Middlebrook and his lovely wife Grace. Phil, retired Santa Fe locomotive engineer, western resident director of the Railway & Locomotive Historical Society, trustee of Southwest Railway Library, author, and contributor to innumerable rail history projects, presented the evening's entertainment. Color films of the Middlebrook's recent trip to Switzerland and Austria to view the spectacular railroads of those countries were featured. A special treat was a 40-year old black & white film taken by Phil during his early days as a steam fireman in Southern California. Both films were excellent and enjoyed by all.



V. Pres. Larry Rose reports on restoration activity.



PSRMA Secretary Jim Lundquist displays T-shirt with Museum logo emblazoned on back. Shirts available from Jim at cost. (all dinner fotos courtesy Tom Matson)

Secretary Jim Lundquist presided over a special election to fill the remaining 11 months of Director Larry Rose's term due to Larry's recent selection as PSRMA's Vice President. Barbara Parker was elected to fill the vacancy.

Everyone was on pins and needles while George Geyer conducted the traditional raffle and door prize drawing. Numerous books, photographs, timetables, and other items had been donated for this purpose by Bill Kingston (owner of THE WHISTLE STOP train shop), Dr. Dan Marnell (member and book dealer), Chop Kerr, John E. "Nick" Nichols, George Geyer's mother, member Ronald Milot's mother, and Barbarann Parker. The generosity of these members and friends was very much appreciated.

The final business item of the evening was the presentation of the annual "Helping Hand" awards to those deserving members who went that extra mile for PSRMA during 1976. Those so honored were: John C. Pattison, Berten M. Straw, Tanya Rose, Barbarann Parker, and Ken Helm. Additionally, although this recognition is normally bestowed on members who gained such recognition during the previous year, former member and PSRMA executive staff member Terry Durkin was honored for his early efforts resulting in the acquisition of most of the Museum's present collection of steam locomotives. Although Mr. Durkin has not been a member for the last several years, he has recently renewed his membership.

Staff extends a cordial invitation to all members to contribute their time, their talent, and their resources in this exciting new year to help your Museum grow and prosper. The name of the game is PEOPLE: you and me. Let's hear it for PSRMA!

+++++

DEATH CLAIMS RAILWAY HISTORICAL SOCIETY PRESIDENT

The Great Dispatcher in the Sky has called the final run for a long-time San Diego area history buff and railfan.

Clifford G. Skeen, 59, president of the Railway Historical Society of San Diego until his death and husband of train shop owner Gladys Trains Skeen, passed away on November 7th. The Railway Historical Society, of which Mrs. Skeen was Vice President, was the pioneer railfan club in San Diego, organized by PSRMA Treasurer Eric Sanders and others in the early 1950's. Mrs. Skeen's train shop business, originally called "Umbarger's", was once owned and operated by her late first husband. The present Pacific Southwest Railway Museum Association was an outgrowth of the Historical Society's Museum Committee in 1961.

Mr. Skeen, an engineer at Convair, was also president of the Historical Days Association and a member of E. Clampus Vitas, Five Seas, East San Diego Chamber of Commerce, Engineer's and Architects Assoc., Council of Chambers of Commerce and Civic Clubs, and the Fremont-Kearny Historical Assoc.

PSRMA extends heartfelt condolences to Mr. Skeen's widow and family.

MEMBER JOHN CARMICHAEL PASSES

Coronado's John Carmichael, who had joined PSRMA as a regular member in 1975, died recently. The Museum expresses its sincere regrets to those left behind.

JOHN BARRIGER DIES; WIDELY KNOWN RAILMAN

John W. Barriger III, friend to the railroad fan and a prominent force in the rail industry for 60 years as executive, writer, and public servant, died the week of December 12th.

Barriger, named Railroad Man of the Year in 1969, was former president of the Monon, Pittsburgh & Lake Erie, Katy, and Boston & Maine, a sort-of latter day "boomer" in rail executive circles. In 1955 he published "Super Railroads for a Dynamic American Economy", a treatise still considered a model for railroad restructuring.

During his tenure as chief of the P & LE, he sent hundreds of thousands of colored train scene postcards to fans across the country, including your editor.

CAR 1509 MOVES TO MIRAMAR

by Larry Rose

For the last several years, the museum's cafe-observation car 1509 and our old wooden refrigerator car have been stored at the Marine Corps Recruit Depot in San Diego. Two weeks ago, in a consolidation move prompted by the expiration of our lease agreement with MCRD, both cars were moved to the Naval Air Station at Miramar and added to our string of equipment there.

This move has made things easier for the restoration crew. By having the boxcar and reefer in one place, all required tools, scaffolding and spare parts are readily available where the action is.

The equipment is also arranged in a logical viewing order with all of the passenger cars together. This will make tours through the cars easier to conduct than it has been in the past. Ken Helm and Jim Lundquist served as brakemen for the N.A.S. switcher as the equipment was arranged in the new order.

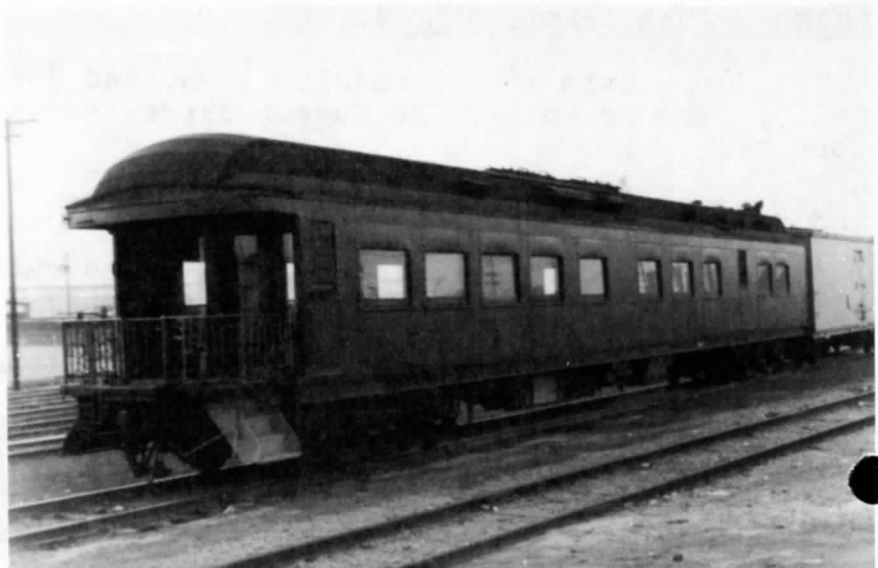
The 14-mile move to Miramar almost didn't come off on schedule. A cracked coupler pocket on the reefer threatened to delay the show, but member Dick McIntyre performed a stupendous 6 hour welding job to save the day. Dick's welding was not just repair work, it was very careful restoration. The repair work is almost invisible.

Thanks also is due Santa Fe's District Manager Dean Bristow for arranging to get the brakes blown up in both cars prior to the move to assure safe operation in that area. There were no leaks and all brake equipment worked fine.

As usual, all arrangements with the railroad, Miramar N.A.S., and M.C. R.D. were handled by PSRMA's hardworking President H. C. "Chop" Kerr.

The new lineup makes quite an impressive train with shay #3 on the head and 1509 on the end. PSRMA's short-line mixed train will be the focus of the weekly work party every Saturday. The restoration crew urges all members to visit the string and see how your equipment is being restored and maintained.

Enter through the East Gate off Highway 15 (395). Just show your membership card to the guard and tell him you want to visit the train and there should be no problem. Hope to see you soon!



Shay #3 heads the new lineup at Miramar NAS. (L. Rose fotos)

1509 and reefer in Santa Fe yard prior to move. Note new steps on rear platform.

POWAY STEAM UP WELL ATTENDED

by Ken Helm

About 70 museum members were on hand last month as Col. John Porter's 1878 narrow guage 0-4-0 struggled to get up steam on a beautiful sunny day at Poway Village. Enough heat was milked out of poor grade oil for only two trips over the line but those in attendance were glad they came even if only briefly to see flashing rods and clouds of steam, and hear that lonesome whistle blow.

It seems that the oil delivery man had filled the little locomotive's bunker with a lighter grade of oil than he usually does without telling anyone, thinking it wouldn't make any difference. The diminutive teakettle knew right away it had the wrong stuff in its firebox and took all morning to get up enough boiler pressure (90'lbs.) to get over the mainline of the Poway Village and Rattlesnake Creek Railroad.

Col. Porter was kind enough to allow members to ride his motor speeder and old hand pumper while he labored all morning in the cab of the ancient 15 ton steamer. The museum thanks Col. Porter for a valiant effort to get old No. 2 under way and also for his offer to do it all again at a later date, this time with the right fuel.

It's great news these days anytime a steam locomotive is fired up and all fans on hand had a fun time in spite of the problems. Mr. Porter deserves a lot of credit for keeping his antique Baldwin built engine in excellent shape for the enjoyment of the local buffs. No. 2 will be 100 years old next year.

VICTORIA STAFF REPORT

Jo Pressnall has taken over as Chief of Staffing replacing PSRMA secretary Jim Lundquist. The museum thanks Jim for coordinating the staffing duties and sends a special big thank you to all members who "baby sat" the Victoria and made our exhibit a tremendous success during 1976.

If you would like to talk to people from all over the world and have a free afternoon to spare, call Jo and get on her calender. Her number is 435-5022. A knowledge of San Diego rail history is not required; just a gift of gab and a little time are the only tools you need. A new display board has been set up in the dining room featuring Union Title historic photos of San Diego railroading from the 1880's to the end of the street-cars in 1949. This new display and others planned should make our exhibit even more attractive this coming year.

Victoria also needs some basic housecleaning. The carpets and furniture have been cleaned, but chrome polishing and dusting need to be done throughout, from time to time. If you can help keep our rolling palace elegant, call Jo and volunteer a little light housework.

PACIFIC NEWS PLANS COVERAGE OF PSRMA AND MacARTHUR FILMING

A recent inquiry by the Burlingame, CA-based PACIFIC NEWS, railfan publication, expressed an interest in running a story of the filming of train scenes for the forthcoming movie "MacArthur", which utilized PSRMA equipment. Accordingly, a story is in preparation and will be submitted along with suitable illustrations. Anyone having b & w prints of the Coos Bay engine during the actual filming activity, please let your editor know as soon as possible.

PSRMA LINE TRUCK CELEBRATES ANNIVERSARY

Our 54-year old White tower truck, once owned by the San Diego Electric Ry., was donated to PSRMA by the South Bay Demolition Co. in 1967, 10 years ago this year. The venerable truck, is stored in your editor's yard.

Honor Roll



The Museum thanks the following members and friends whose generous contributions have furthered the goals of PSRMA during the months of January and February:

Frank Cooke (contributed many hours of volunteer labor and tools to fabricate new windows for car 1509).

Jim Elmore, manager, Frazees-El Cajon (donated body putty for restoration work).
Dick McIntyre (performed 6-hour welding job on reefer coupler pocket).
Mrs. V. E. Hawkins (donated old Northern Pacific conductor's hat badge).
Bill Kingston, Dan Marnell, Chop Kerr, Nick Nichols, Mrs. Geyer, Mrs. Milot,
Barbarann Parker (donated items for the dinner raffle and door prize).

(There are probably others who should be so honored this month. If anyone has been deleted, send me a note or call and they will be picked up next time).



Membership

News

by
Tanya Rose

PSRMA takes great pleasure in welcoming the following new members to "America's finest railway museum":

Gordon D. Fraser	Henry Wechsler
Lynn T. Gerlach	Lola Abslag
Gloria Gunther	John F. Brown
Elwyn M. Heller	R. L. Montgomery
William Helmich	Michael J. Patten
Neil M. Jordan	Janice Sanders
Regina Mollenhauer	Lawrence H. Shipley
Donald M. Murry	A. G. Szymanski
Robert M. Nickles	Gerry Day
J. Arthur Paget	Terry E. Durkin
Philip Palmieri	Norwood C. Hazard
Jo Pressnall	Louis C. Maples
Edwin B. Smith	Gladys Moore

Lawrence B. Turner
Kenneth G. Williamson

WELCOME ABOARD! We hope your association with us is a fruitful and enjoyable one. Because of the recent shakeup in the Department of Records and Personnel, some of our new members may not be included here, and for that we apologize. A concerted effort will be made in the future to acknowledge all new members as they occur.

ROARING CAMP NARROW GAUGE REPORTS ON TRESTLE FIRE

In a letter to the Board of Directors dated Sept. 30, 1976, the Roaring Camp & Big Trees Narrow Gauge Railroad at Felton, Calif. gave a full and interesting accounting of the disastrous June 27th conflagration that destroyed the two large railway trestles at Spring Canyon, closing down railway operations beyond this point and stranding a steam locomotive and passenger car at Bear Mountain, adjacent to the Henry Cowell Redwoods State Park north of Santa Cruz.

"According to the report, "more than 200 firefighters, 15 fire trucks, two helicopters, and borate bombers fought the blaze which was restricted to three acres. No major trees were lost, but the railway bridges were burned beyond use.

The fire was explosive in nature and is believed to have been deliberately set. The official fire department report states that the blaze was a 'fire of suspicious origin set by person or persons unknown'. In the burned ruins were found components that could have been part of a bomb. Nearby residents of Mt. Hermon reported hearing an explosion before any evidence of fire was visible, while our own personnel at Roaring Camp first observed a huge mushroom-shaped cloud of smoke erupting above the trees in the direction of Spring Canyon.

"Persons first arriving at the scene of the fire - within five minutes after the explosion - discovered all 500 feet of trestlework totally engulfed

(cont'd on P. 10)

RESTORATION NEWS

by
Larry Rose



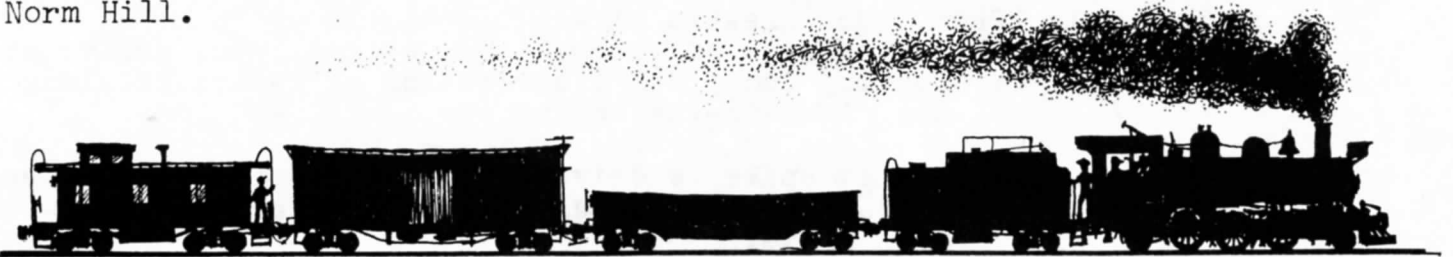
Dick McIntyre removes over 80 years of grime from the roof of D & R coach #14 at Poway.(L.Rose)

Miramar N.A.S. The rest of the battery boxes, brake gear and underframe were scraped down and painted. The new platform steps also were installed and painted, the old ones having been destroyed by a drunk driver as reported earlier.

The big news is that master cabinet maker Frank Cooke is finished building new frames for all the 1509 windows. The installation of these superbly crafted frames will get underway this month and will mark the turning point of the restoration effort on the old Santa Fe heavyweight. Once these windows are in, all of the major problems to completion will have been overcome and all that is left to do involves just elbow grease and paint.

We have the water back on again at Miramar as "Nick" repaired a broken pipe that had been inadvertently ripped up by a Miramar weed mowing machine.

Getting gold stars this month for outstanding work on museum equipment are Frank Cooke and Dick McIntyre. Also turning in yeoman duty this month were Jack Linn, Bert Straw, John "Nick" Nichols, Arn Hunsberger, Master Mechanic Ken Helm and half of the museum Board of Directors. Forming a quorum on the roof of D & R coach #14 were V.P. and Gen. Mgr. Larry Rose, able Treasurer Eric Sanders, Secretary Jim Lundquist and Superintendent Norm Hill.



© LR

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

(cont'd from P. 8) in fire with flames rising more than 100 feet above the top of the structures.

"By Monday morning, the fire had been restricted to the bridges, and by 11 a.m. we were able to commence operating passenger trains on a regular basis from Roaring Camp to Spring Canyon, trains heading up to Spring Canyon with the locomotive on the head end and then backing down to Roaring Camp with the caboose on the 'point'. This procedure was continued throughout the summer months, providing a round trip of about 4 miles in 45 minutes.

"By 4 a.m. on Monday morning, we had made a commitment to re-open the railway line to Bear Mountain as soon as possible.

"The plan that unfolded in the early-morning hours involved construction of a switchback line from Spring Canyon, up the mountainside and around the burned bridges to rejoin the severed portion of the railroad to Bear Mountain.

"The switchback plan was selected after considering time/cost estimates of the two most effective alternatives: rebuild Spring Canyon trestles (one year, \$250,000), or construct Spring Canyon switchback track (90 days, \$75,000). The resources were not at hand to do either of these projects, but if we did not re-open the mainline to Bear Mountain promptly, we would lose the momentum that our business had developed over 18 years of hard work, and we stood to lose from \$250,000 to \$500,000 in revenues during the coming year. I therefore decided to proceed with the work with what we had at hand, trust our Heavenly Father to supply the means as we went forward.

"I am pleased to report that on Tuesday, Sept. 28th, regular passenger trains commence operating from Roaring Camp to Bear Mountain and return via the switchback route.

"In the interest of brevity, the following chronology of events from the (time of) the fire to the opening of the switchback line is given:

"Sunday, June 27th: fire destroys Spring Canyon trestles.

Monday, June 28th: decision made to construct switchback route around burned bridges. First passenger train operates to Spring Canyon at 11 a.m. as scheduled.

Tuesday, June 29th: arrangements are made with a local contracting firm to truck stranded steam locomotive #3 from Bear Mountain to the Roaring Camp enginehouse.

Wednesday, June 30th: a preliminary survey line is run from Spring Canyon up the proposed switchback route to a connection with the severed mainline above Spring Canyon. The route is found feasible, requiring just over 2000 feet of track with grades of 5-8% and curvature of 66°.

Thursday, July 1st: arrangements are made to commence grading work immediately.

Friday, July 2nd: Construction equipment is moved in.

Saturday, July 3rd: construction of the switchback commences at 6 a.m. and continues 12-14 hours a day, seven days a week.

Saturday, July 17th: Grading work is completed.

Sunday, July 18th: preparation of right-of-way for track laying gets underway.

Monday, July 19th: track materials are ordered.

Thursday, July 22nd: track crew is hired.

Tuesday, July 27th: truckloads of rails, ties, spikes, etc. arrive at Roaring Camp, and distribution of materials along the right-of-way begins.

Sunday, August 1st: first spike is driven. Track crews commence a seven-day-a-week schedule of laying track on the switchback route.

(cont'd on P. 11)

(cont'd from P. 10)

"Thursday, August 12th: the track is connected through from Roaring Camp to Bear Mountain and the stranded passenger car at Bear Mountain is returned to our shops by work train.

Saturday, August 14th: a pilot test train (and wedding party!) runs to Bear Mountain with a steam engine. Twenty-two hours of work put in by the crew this day!

Monday, August 16th: ballasting, surfacing, and alignment work commence and proceed on a seven-day-a-week basis.

Sunday, September 26th: heavy ballasting and tamping work is completed.

Monday, September 27th: a final test train is operated to Bear Mountain and return.

Tuesday, September 28th: regularly scheduled passenger train service is restored to Bear Mountain via the new switchback line.

"The switchback route adds a new dimension to Roaring Camp. It opens up new scenery and vistas, and contributes even more to the flavor of an old-time logging railroad. In addition, the time required for a roundtrip is lengthened by approximately 15 minutes, thereby enhancing the feeling that one is journeying 'far away' into the woods.

"When restoration of the Spring Canyon trestles is completed, perhaps consideration should be given to retaining the switchback as an alternate route to Bear Mountain. This would insure against future interruption of service at Spring Canyon and provide the opportunity to pass trains enroute without stopping.

F. Norman Clark,
President"

ROARING CAMP LINE SEEKS ENGINEERS,
FIREMEN

The Roaring Camp & Big Trees Narrow Gauge R.R. at Felton, CA is presently advertising for qualified, career oriented individuals interested in employment with the line. Successful applicants would normally start out as a shop worker, hostler, and fireman who could advance to locomotive running and/or other mechanical department responsibilities.

Mr. F. Norman Clark, President of the company reports: "As a very small company, in a tough field, we have only a limited staff and facilities, and most of our people are more generalist than specialist".

The pay scale for locomotive firemen is presently \$3.50 to

REPORT

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

Richard E. Pennick, editor
Jim Lundquist, Circulation

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.

Telephone: (714) 280-1781

Officers and directors of PSRMA, Inc.:

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H. C. KERR, Jr.president
Larry L. Rose.....vice president
James J. Lundquist.....secretary
Eric A. Sanders.....treasurer
Norman R. Hilldirector
Barbarann Parker.....director
W. George Geyer.....director

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

(cont'd from P. 11) \$4.50 per hour and \$4.50 to \$5.50 for engineers. Like any other railroad, the available work is on a seniority basis. However, the company claims the recent demand and growth in its business should give an individual steady employment.

Applications and information can be obtained from the railroad at Felton, CA 95018.

FREEDOM TRAIN DUE IN S. CALIF. IN APRIL

Latest reports have it that ex-S.P. Daylight 4-8-4 #4449 and the Freedom Train will arrive in Yuma on April 24th, on its way back to an apparently permanent berth in Portland. An excursion has been arranged for the Yuma-L.A. leg, and it looks as though PSRMA may take part. More on this later. There has also been some talk that the 4449 may come to San Diego with an excursion prior to leaving the L.A. area.

In a similar vein, a "Royal Hudson" steam locomotive now operating in British Columbia may be in Los Angeles on tour in late March. Again, there may be a possibility that this train, too, will trip down to San Diego. Anyone having info on either of these two possibilities, please drop a note to the editor as soon as possible.

GROUP PLANS TRIP TO BARSTOW

The L.A.-based Pacific Railroad Society plans an all-rail trip via the new Palmdale cutoff to Barstow and the diesel shops on Sunday, March 20th. Details from the club at P.O. Box DM, Ventura, CA 93001. Rates start at \$32.

TRAIN No. 10		TRAIN No. 8		STATIONS		TRAIN No. 1		TRAIN No. 7	
8.30 A				Lv. Cripple Ck.	Ar.	5.00 P		7.25 A	
				Lv. Victor	Ar.	4.35		6.55	
11				Ar. Florence	Lv.	2.05		4.10	
VIA D. & R. G.									
12.4	1.16	2.25	3.32	73.2	Ar. Pueblo	Lv. 12.55 P		2.40 A	
	2.32	4.00	5.10	117.6	Lv. Colo. Spr'gs	Ar. 11.25		2.30	
	3.30	5.10	6.54	140.5	Lv. Palmer Lake	Ar. 10.39		12.57	
	5.00	7.00	9.25	192.8	Ar. Denver	Lv. 8.45		10.00	
No. 1							No. 10		No. 2
2.11				Ar. Canon City	Lv.	11.20		4.55	

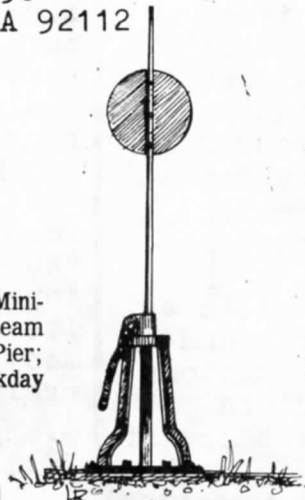
- March 1: Directors' meeting, SDT & S bank, San Diego.
- 5: Restoration session. Call 469-3064 for time and location.
- 12: Restoration session.
- 19: Restoration session.
- 20: PRS Barstow trip via Palmdale Cutoff.
- 26: Restoration session.
- ? : Rail-bus trip to Santa Barbara.
- April 22: PSRMA general meeting, House of Hospitality, Balboa Park.
- 24: Steam excursion behind 4449 Yuma-Los Angeles (422-9086).
- May ? : Copper Canyon-Creel by rail.



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PACIFIC SOUTHWEST RAILWAY MUSEUM — Mini-museum in antique private railway car and steam locomotive on the Embarcadero near the B Street Pier; open weekends 11 a.m. to 5 p.m. Special free weekday visits may be arranged, phone 280-1781.



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