

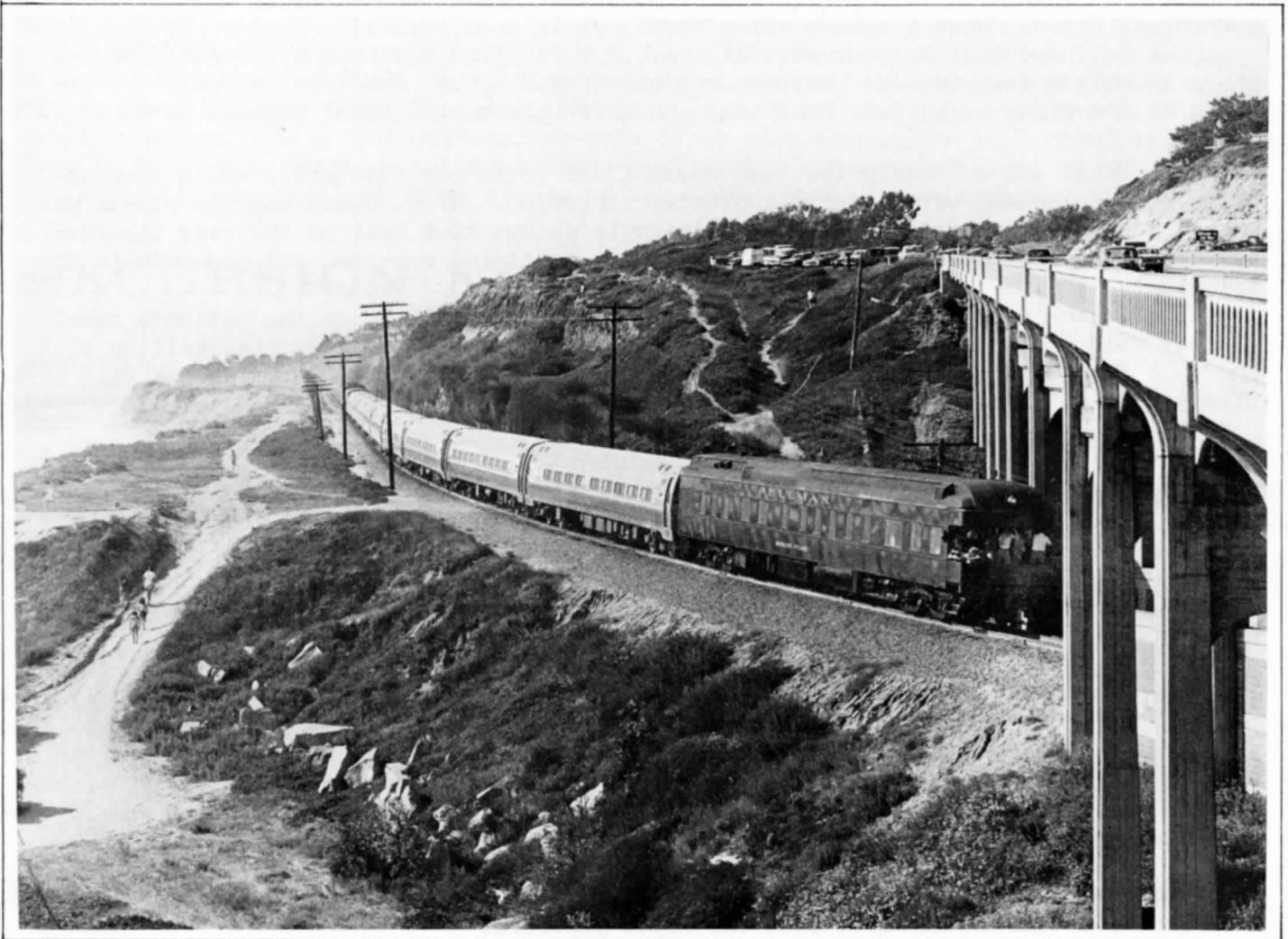


Jul-Aug '80

# REPORT

No. 167

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



## A PULLMAN ON THE SAN DIEGAN

P.S.R.M.A.'s private car ROBERT PEARY was back on the high iron July 5th and 6th for a shakedown run to Los Angeles. David Black took this photo of the green and gold 1926 classic rolling on the Santa Fe surpline about a mile from the Del Mar Depot, collecting its first milage in more than eight years.

# Robert Peary Back in Service

The shakedown trip to Los Angeles on our much loved Pullman business car turned out to be well named, as two brake shoes shook loose somewhere along the way causing the return trip to be delayed. Almost the entire restoration crew was on board, as were many regular exhibit staffers, enjoying the coast line sights in air conditioned comfort snacking on a mountain of potluck cold cuts and goodies laid out in the dining room. The restoration crew has never had a mechanical problem before having flawlessly run our other heavyweight #1509 over a dozen times last year and three times to Las Vegas this year. Their pride was hurt, even though a missing brake shoe is a minor, easily repaired inconvenience, because the PEARY is the pride and joy and unofficial flagship of the organization.

The main reason for their embarrassment was that no spare shoes were on board and Amtrak could find no replacements that would fit in the short one hour turn around time in Los Angeles. This caused the carload of revelers to have to ride back to San Diego on the regular Amfleet train while shoes were being rounded up by P.S.R.M.A.'s mechanical types. What a bummer after riding up in such style!!

Ken Helm and Bill Barbour were at L.A.U.P.T. at 5:00 a.m. Sunday, installing new shoes in only a few minutes. Another carload of P.S.R.M.A. staffers and hardcore arrived on the first train from San Diego and rode back on the PEARY without further incident.

The PEARY was out again the next weekend and performed flawlessly while earning bucks for the museum with a private charter excursion. H. A. Hurry was the museum mechanic assigned, but fortunately had nothing to do but kick back on the rear platform and enjoy the ride as a group of society ladies twittered over tea and crumpets in the solarium.

The museum's private varnish is now ready for longer trips on the nation's steel highway and an excursion for members is in the planning stage. A special mailing will announce the next roll if it should fall between editions of REPORT so members will have plenty of time to secure a seat. Watch for it. The PEARY is like none other!!

## MUSEUM PUBLICITY SETS RECORD

The association has benefited from a media blitz the last two months that only be described as spectacular. On the national scene, Norm Hill's photo of our Shay #3 in action made the August issue of TRAINS MAGAZINE and Larry Rose's pic of the same engine was published in the June issue of PACIFIC NEWS.

The San Diego Union ran a nice photo and article in the July 7th edition on Membership Director Tanya Rose and her activities in P.S.R.M.A.'s Railfan Patrol. On July 10th the Tribune ran a lengthy article with several pictures of the restoration and first run of our private car ROBERT PEARY. A few days later the San Diego Daily Transcript ran a full page article on our La Mesa Depot project featuring a pen and ink rendering of the station and locomotives furnished by our REPORT editor. August 8th the Union and Tribune both ran photos and stories of the move of cabooses #1413 to La Mesa.

T. V. Coverage was also good last month as Channels 8 and 10 ran nice segments on our depot project on the evening news including interviews with project chief Larry Rose. The Channel 8 version was live from the depot platform!

This publicity has attracted much support for P.S.R.M.A. and has proved beyond a doubt that the local railfans are really doing something worthwhile in San Diego!



# TREASURE IN THE DUMPSTER

(OR WHY THE REPORT WAS LATE THIS MONTH)

by L. Rose

Ed Smith, Eric Sanders, Tanya Rose, Verne Sweigard, and Robbie Smith are the heroes of the story of the greatest haul of San Diego railroad artifacts in the history of the town. In the middle of July the bulk of the written history of the San Diego and Arizona Eastern Railway and all its predecessor railroads was literally thrown in the dumpster from the second floor of the old S.D. & A.E. freight house downtown.

Chief Clerk Dick Engle, sensing the historic value of much of the maps and old records he was disposing of, tipped off P.S.R.M.A. president Jim Lundquist to the potential jewels in the giant pile of paper to be thrown out. The crew mentioned above was quickly assembled and they spent three days hauling off several truckloads of documents, photos and maps.

Some maps and documents were intercepted before they were tossed out and many complete file drawers were hauled away intact by P.S.R.M.A.'s squad of scroungers. Many original survey maps and several albums of pre-World War One photos were actually pulled from the bottom of the dumpster during the three days of frantic trash picking.

The importance of this windfall of historic railroad records cannot be underestimated. Tanya and I spent two weeks of evenings going through the waist deep pile of treasure that even now clogs our living room, dining room, garage and patio. Another huge mountain of material was deposited across the street in member Verne Sweigard's garage and most of it has yet to be explored.

Work on the museum newsletter was neglected as the temptation to pick through the debris could not be resisted by the editor of this sheet and his chief key pounder. The first night of digging turned up an incredible find: a 1920 inventory of the equipment and furnishing of the La Mesa Depot!! The next night scored a floor plan and description of the depot dated 1915!! But this super stuff was just the tip of the iceberg. Some of the eye-popping treasure found so far is listed below by category.

## 1. DEPOTS AND STRUCTURES:

- a. A complete list of ALL depots, freight houses and related structures on the El Cajon branch, including floor plans, detailed descriptions, interior furnishings inventory and estimated dollar value, dated June, 1915.
- b. Work orders, contract documents and cost ledgers covering over sixty years of maintenance, including all additions and modifications made over the years to P.S.R.M.A.'s own La Mesa Depot.

## 2. LOCOMOTIVES AND EQUIPMENT:

- a. A complete roster of S.D. & A. predecessor railroad San Diego & South Eastern Railway locomotives, freight and passenger cars, dated 1912. The roster includes all car and engine technical data.
- b. A complete roster of S.D. & A. Railway locomotives, freight and passenger cars as of 1919, including technical data on all equipment. Also listed are cranes, steam shovels and maintenance of way outfit cars.
- c. Shop maintenance records of all steam locomotives on the S.D. & A. covering a period of over forty years.
- d. A fat file loaded with information on railroad president John D. Spreckels private car #50, "Carriso Gorge".

### 3. PHOTOGRAPHS:

- a. Six albums of photos of the building of the railroad from 1906 to 1919, including several hundred pictures never seen before.
- b. A complete photo documentation of the great flood of 1916. Each photo has a detailed description of the location and even a color coded map is provided to clarify the damage to the railroad.
- c. A complete set of photos and negatives of an aerial survey of the line including the Coronado and El Cajon branches.

### 4. MAPS AND DRAWINGS:

- a. The original S.D. & A. linen survey maps of the line drawn in 1907. These maps are beautifully done in colored ink with many alternate routes shown that were surveyed but never built. They are in mint condition.
- b. A 12 foot long 5 foot high map of the San Diego area from the border to La Jolla dated 1917, showing all railroad lines in different colors.
- c. Hundreds of small maps and drawings showing line changes and industrial spurs.
- d. Two bound volumes of standard drawings of bridges, trestles and structures of all types, including lists of materials.

### 5. MISCELLANEOUS DOCUMENTS:

- a. Boxes of timetables and rule books, etc. covering seventy years of operation. They are all in mint condition.
- b. Mountains of data on track elevations and grading profiles of S.D. & A.E. and most of the S.P. system from 1906.
- c. Contracts and pay requests for most of the work on the line, covering 1906 to 1960+. (Included in this was a work order to move the La Mesa Depot to the east side of the tracks in 1915 originated by predecessor road S.D. & S.E.)
- d. A complete corporate history of the line, including all predecessor railroads dating from 1886, including all mergers and acquisitions of railroad properties before S.D. & A. was born in 1906. (A portion of this most informative document will appear in a future issue of REPORT as part of our series on the history of the S.D. & A.E.)

These are just the highlights of the truckloads of historic data acquired by the museum thanks to a timely phone call by Chief Clerk Dick Engle. It will take years to explore and realize the extent of this fortunate windfall, most of which will be moved to our new library in Balboa Park due to open early next year. Watch REPORT for future publication of the best of the "Treasures of The Dumpster".

## **GRANDMOTHER WOWS RESTORATION CREW**

What can you do for your railroad museum? Here is what Peggy Secor, a grandmother and longtime member of P.S.R.M.A. did on June 28th, one of the hottest days this year. Peggy started by scraping all the old paint off the windows of the Shay locomotive. Just getting warmed up, she then repainted all the ribs on the roof of the kitchen car. Rolling at full steam now as the temperature at Miramar passed 100, Peggy stripped all the rust and loose paint off the car steps and handrails of U. P. coach #576! This one woman gang was an inspiration to all P.S.R.M.A. foot troops present, and especially impressed Norm Hill who called this little story in to the REPORT editor in the hope that others may be moved to follow her lead and get physically involved in taking care of our railroad equipment. Three cheers for Peggy!!

# INDUSTRIAL ARCHEOLOGY

( Restoration News )

by Ken Helm

An incredible amount of work has been done over the last two months despite the heat and summer vacations. The most significant project to come to fruition is the return of the ROBERT PEARY (formally VICTORIA) to the high iron. The story of this adventure is elsewhere in this issue of REPORT.

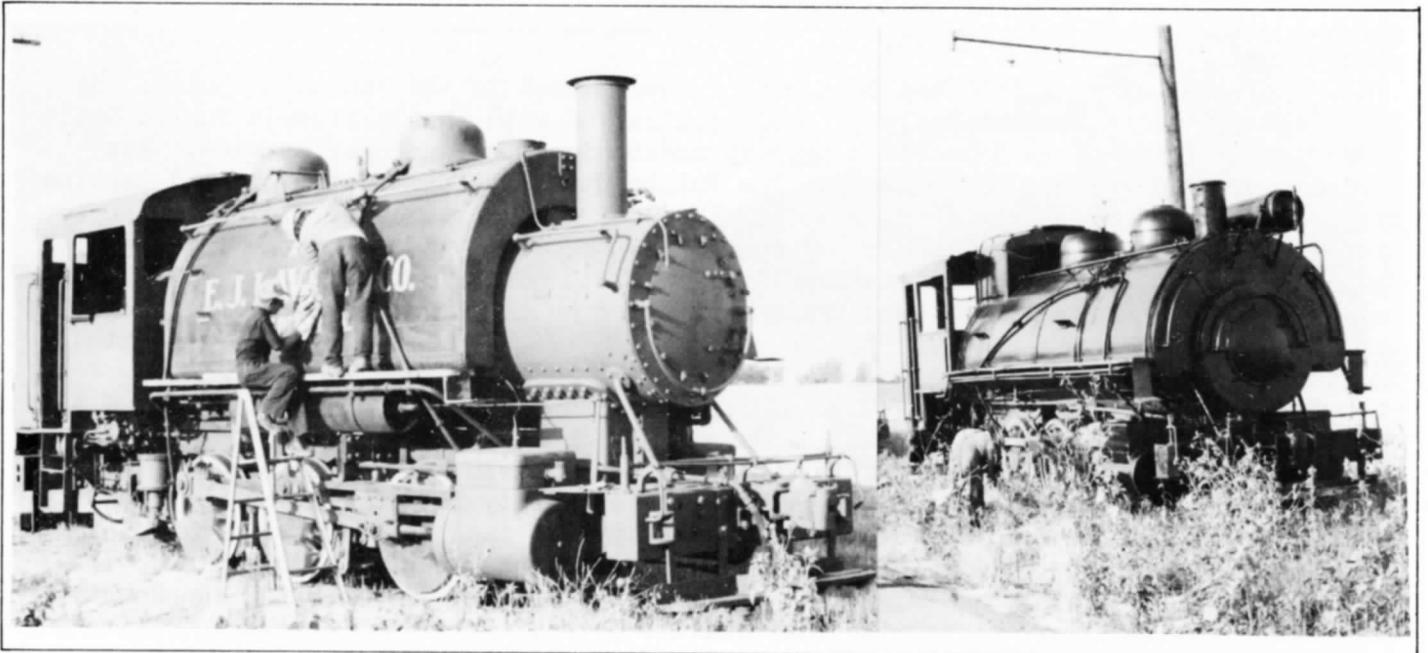
The second leap forward was the sandblasting and painting of our two steam locos at Orange Empire Railway Museum in Perris, California. This was our first "long range" expedition, having fifteen men and several truckloads of equipment show up one hundred miles from home. As is generally the case, a few tools and parts were forgotten, but with improvisation we managed to blast and prime paint two locos in one day. Two weeks later the engines were given a traditional black color coat. All this flurry of activity is necessary as both engines are scheduled to be moved very shortly to La Mesa for display along with our ex-Santa Fe caboos #1413 which was moved into town August 8th.

Finally, major efforts at Miramar have now moved to U.P.coach #576 with Norm Hill leading the charge, as usual. About one fourth of the exterior has been sanded and primed. In about two months the exterior of this car will be finished, then its on to the kitchen car. There's plenty to do with too few people to do it. The crew has been split as depot project director Larry Rose has taken several of our regular foot-troops (including himself) down to La Mesa. Here's the same old plea, come on out and give us a hand, we are now working in two locations.

I wish to personally thank those who helped over the last hot months and especially those who traveled to Perris. They were: Nick Nichols, Dan Robirds, Larry Rose, Ken Helm, Harry Hurry, Art Austin, Norm Hill, Robbie Smith, Douglas Kerr, Dick Pennick, Bill Barbour, Jim Lundquist, Mike Reading, Frank Barajas, Peggy Secor, Russ Sargeant, John Ashman, Dick Mc Intyre and of course, Good Ol' Jack Linn.

Special thanks to George Parrish and Bill Niedrich for rebuilding the exit steps for our exhibit at the Embarcadero.

A special slap on the back also to Bob Martin, Dick Pennick, Larry, Mike, Frank and Robbie for spending a morning getting the caboos ready to move in Tustin before coming over to Perris to paint in the afternoon.



Shown here are 0-6-0 #10 on the left with John Ashman and Robbie Smith making patterns of the E. J. Lavino Co. lettering prior to painting. The other 0-6-0 is Mojave Northern #3 with a fresh coat of black enamel.

photos by L. Rose

# THE IMPOSSIBLE RAILROAD

## The S.D. & A.E. Story

by the late Richard V. Dodge  
(reprinted from the "Dispatcher" June, 1956 edited by Eric Sanders)

--continued from REPORT #164--

The passenger train connection was changed from the Golden State to the Californian, using train numbers 362 and 363 on the SD&AE.

With the surrender of the Japanese in 1945, traffic quickly dropped to normal.

New direct passenger service to Chicago was widely advertised in 1947 in connection with the Southern Pacific's Imperial which operated via El Centro and the Inter-California Railway through Yuma. Leaving San Diego at 10:15 a.m. you could "thrill to a daytime trip through the spectacular Carriso Gorge." The consist included a "dollar saving" Tourist Sleeper, in addition to the Standard Pullman and the chair car. Two months later the leaving time was changed to 2 p.m. Soon the connection and switching operations were performed at Calexico instead of Yuma.

Engine number 12, which had since seen service as Mexicali Y Golfo 12 and Southern Pacific 12, was scrapped in 1947.

Passenger service was discontinued on mixed trains numbers 451 and 452 in 1948, except on the Tijuana & Tecate division.

Ownership of locomotives numbers 2385, 2386, 2523, 2720 and 2844 were again placed in the San Diego & Arizona Eastern in September 1948. They were relettered and renumbered 20, 26, 103, 104 and 106. All except number 20 were operated on divisions of the Southern Pacific, instead of on the SD&AE.

In 1940 the leaving time of passenger train number 362 was changed back to 10:15 a.m. In 1950 the departure time was advanced to 7:05 a.m. and the tourist car was discontinued.

The first Diesel-Electric locomotive, Southern Pacific number 5217, to pull a freight train over the mountains left El Centro on February 5, 1950, on a trial run. Officials on board were: S.A. Lamey, Trainmaster, Yardmaster and Chief Operating Official, Carl Eichenlaub, Division Engineer (now superintendent) and E. Harrison, Dispatcher at Mexicali. If diesels prove satisfactory, Harrison said, they will also be used to pull passenger trains. Later one was tried out on the El Cajon branch and other assignments.

After passenger traffic had been discouraged almost to the vanishing point, the San Diego & Arizona Eastern Railway filed application with the California Public Utilities Commission on July 17th for authority to abandon its passenger service. Many protests were raised but to no avail. The Public Utilities Commission granted permission for the abandonment on December 19th. The last direct passenger train service to the east, for which the old timers had fought so tenaciously down through the years, left San Diego at 7:05 a.m. on January 11, 1951, with engine Southern Pacific number 2373 on the point. The final westbound train was pulled by engine number 2383, marking the end of an era. With it came the announcement that freight service will be converted to diesel power.

Engines number 20, 27 and 50 were scrapped in 1950 and number one, "La Una," and 26 in 1951. Numbers 101 and 102 followed in 1953.

Engine number 104 was retired in 1954 and the Southern Pacific offered to donate it to the City of San Diego or other responsible authority for exhibition purposes. The Railway Historical Society of San Diego took up the task of preserving this Baldwin consolidation. After the City had declined to accept the gift, the Society made the arrangements for placing the locomotive on permanent display in the San Diego County Fair Grounds at Del Mar, along with the "Carriso Gorge," President Spreckels' private car which was also donated by the Southern Pacific. The locomotive and the car were delivered in October 1955.

At the end of 1955, locomotives numbers 103, 105 and 106 were still on the active list of the Southern Pacific, but were soon scrapped when their time ran out and they needed major repairs.

Now San Diego's "Impossible" railroad is an 100% dieselized freight only line. After 1951, a hog could thrill to the awe-inspiring vistas from his car in the train moving cautiously through Carriso Gorge but the traveling public to this day can not.

(Postscript 1955-1980 by L. Rose)

With the road now fully dieselized, the S.D. & A.E. carried on in the freight business 'til again clobbered in 1976 by a flash flood that wiped out miles of track in Carriso Gorge and in the desert west of Plaster City. Southern Pacific had finally had enough and filed for abandonment. This action was denied by the I.C.C. but a sale was approved to San Diego's Metropolitan Transit Development Board and consummated on November 1, 1979. With Southern Pacific now out of San Diego, M.T.D.B. commenced building a light rail transit system on part of the right of way and farmed out the freight operations to Kyle Railways, Inc.

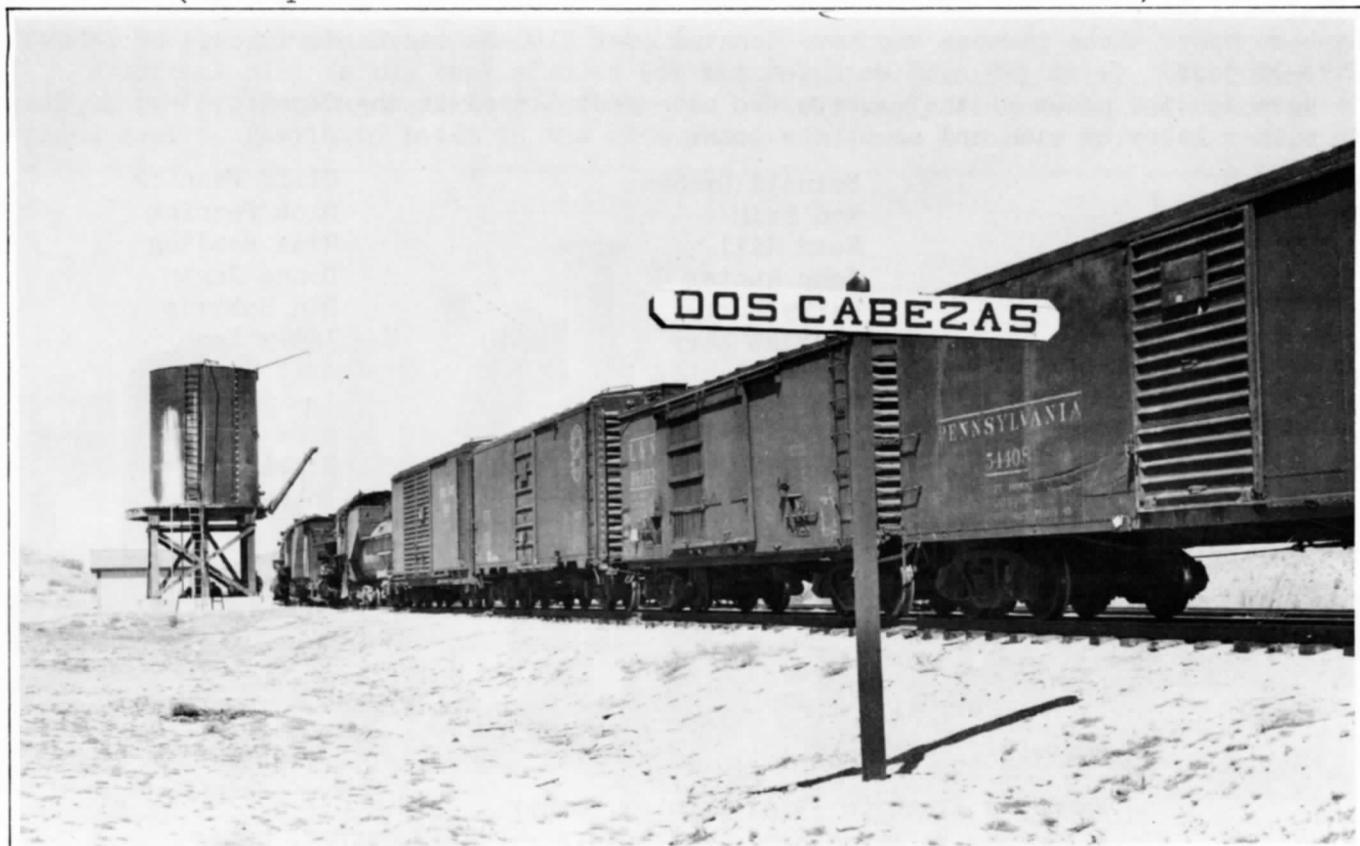
The new short line operator purchased the S.P. locos still in town, relettering only number 1126, and brought in three rebuilt GP-9 engines in July, 1980, painted blue and white and boldly marked S.D. & A.E. These are the only diesel locomotives ever lettered for the home town line.

The desert washouts were repaired in early 1980 but no trains have operated through the gorge, as heavy rains again knocked out a large section across the Tiajuana River just south of the border.

This latest setback is still not the last chapter in the story of the "Impossible" railroad as the Mexican government wants very much to get the line open. As soon as a solution is worked out, you will read about it in REPORT as the story unfolds. Mr. Spreckels railroad refuses to die!

If ever a railroad was a monument to one man's undaunted courage, indefatigable energy and steadfast determination to surmount overwhelming odds, the San Diego & Arizona Eastern Railway is a vibrant memorial to John Diedrich Spreckels, the last of America's great railroad builders.

( A complete roster of locomotives will be in a future REPORT )



A westbound double-headed freight has just made a water stop before starting the long climb up Carriso Gorge in September, 1947. The water tank survives today minus the spout and ladder. W. C. Whittaker photo

# LA MESA DEPOT PROJECT REPORT

This year's hot project is a big one. It involves the extensive restoration of a classic old country railroad station, laying one hundred and sixty feet of track, and moving on two 60 ton steam locomotives and caboose #1413 (last year's successful fund-raising project). Also included in the scope of the work is the complete interior detailing of the depot down to the last rubber stamp and ticket dater.

Here is what has been done so far: The depot exterior is 60% complete. The rough electrical and plumbing work has been completed and signed off. The track has been layed, ballasted and tamped. A.T.S.F. caboose #1413 has been trucked down from Tustin (August 8) and now adorns the new rails.

Here is how all this is being financed: The City of La Mesa kicked in \$16,000 for the site work, plumbing stubs, foundation and depot move-on. This was a city contract completed in February. The city then authorized an additional \$15,000 for P.S.R.M.A. and the La Mesa Historical Society to use to restore the depot structure itself. The source of these funds is federal block grants to the city available for rehabilitation and restoration of historic buildings as well as other public works projects.

The funding of the interior cabinets and furniture of the depot will have to be borne by P.S.R.M.A. as will the cost of the track laying and moving on of the caboose and locomotives. It will take an additional \$12,000 to cover these items. A joint committee of P.S.R.M.A. and the La Mesa Historical Society has launched a drive to raise this amount by approaching the community as well as the members of the two organizations.

To keep track of the depot benefactors, a silhouette of the building will be filled in with the names of the donors of any amount of cash, labor or materials and will appear in the REPORT every month until this project is over the hump. This completed drawing will be placed in the completed depot waiting room along with a "100 Club" brass plaque to honor those persons who have donated over \$100 or one hundred hours of labor to the project.

Here are the names of the members who have contributed to the depot project so far with either labor or cash and sometimes both:

Art Austin	Bernard Graham	Cliff Pennick
Wally Barber	Ken Helm	Dick Pennick
Bill Barbour	Norm Hill	Mike Reading
Al Barnier	John Hunter	Donna Regan
Frank Barajas	Harry Hurry	Dan Robirds
Carr Beebe	Douglas Kerr	Larry Rose
David Black	Jim Lundquist	Eric Sanders
Terry E. Durkin	Bob Martin	Jan Sanders
Dorothy Griner	Nick Nichols	Russ Sargeant
Art Gomez	Frank Norris	Robbie Smith
		Joan Wilken

## The "100 Club"

The following members have contributed enough dollars and labor hours to total one hundred or over:

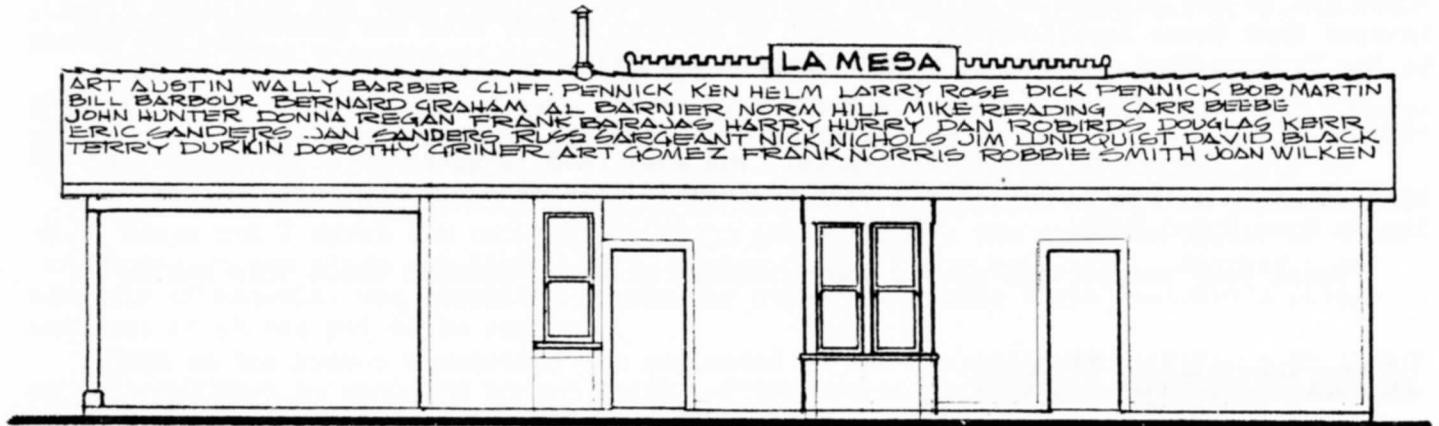
Wally Barber	Terry E. Durkin	Harry Hurry	Larry Rose
Al Barnier	Norm Hill	Mike Reading	Eric Sanders

The following businesses have contributed heavily to our depot restoration effort:

Barney's Electric -- Al Barnier, owner  
Walter H. Barber & Son, Contractors -- Wally Barber, owner  
La Mesa Planing Mill -- John Maxwell, owner  
Lighting Distributors, Inc.

Several members of the depot group deserve special mention. Terry Durkin has donated a train order signal complete with lantern and inside controls. This item was originally on the depot at Vista, California and is hen's-tooth rare. A signal similar to this was used on our depot from the early thirties until after W.W. II. Dorothy Griner and Donna Regan have unearthed several rare photos of the La Mesa Depot and have supplied the REPORT editor with copies. These ladies also tracked down Mrs. Cox, the daughter of the station agent who worked from 1910 to 1936. Mrs. Cox visited the depot again on August 9th and verified the location and details of furniture, fixtures and equipment that came to our attention by way of the S.D. & A.E. dumpster hunt described elsewhere in this issue of REPORT.

This is our most ambitious project ever and is also our first permanent home. The completion of this project this year will take the combined effort of all of us. Please help in any way you can!



YES! I WANT TO HELP WITH THE DEPOT PROJECT! PUT MY NAME IN THE STATION!!

My gift of \$ \_\_\_\_\_ is  enclosed  Charge to VISA or MASTER CHARGE

MASTER CHARGE/VISA NUMBER

MASTER CHARGE BANK NUMBER  Exp. date \_\_\_\_\_ SIGNATURE \_\_\_\_\_

Name: \_\_\_\_\_ Address: \_\_\_\_\_ Zip \_\_\_\_\_

## LEMON GROVE DEPOT TO BE REBUILT

The city of Lemon Grove, incorporated only a short time, has decided it should have a landmark of its own even if it has to build it from scratch. They have earmarked \$40,000 to rebuild their old depot which has been gone from the city since the late thirties. So far, no locals have come forward with information about the fate of the original depot, a small structure about the size of our La Mesa station.

Larry Rose found the floor plan and elevations of the depot in the dumpster haul along with the inventory of interior furnishings and sent copies of everything to the city. The city had been trying to draw up plans of the station working only from an old photo 'til P.S.R.M.A. offered to help with the historic research. More information will probably come to light when the Roses have sifted through the truckloads of data recently acquired.

Lemon Grove has not yet established a construction schedule, but work is expected to get underway early next year. The depot is located only two rail miles south of La Mesa.

# Fund Raising Progress

## CABOOSE # 1413

Frank Norris put his name in the "shack" this month. He joins the many friends of #1413 that can rest easy now that our caboose is out of the scrap yard and safely tied up next to the La Mesa Depot.

## ROBERT PEARY

Carr Beebe and Hal Crispell have contributed toward the gold leafing of our outstanding example of Pullman's finest.

## POSTAGE

Several of our staunchest supporters who live on fixed incomes have been unable to renew due to the ravages of inflation and unfortunate circumstance. Jo Pressnall has insured that these loyalists will continue to receive REPORT with her generous donation to the Postage Fund. Anita Rhein and Orvis Scott have also contributed this month.

## "WHATEVER"

We often get donations specified for "whatever need is greatest". This month we have donations from Al Barnier and Douglas Kerr in this category and have put them in the La Mesa Depot Fund.

Thank you, people, for giving your railroad museum a special boost this month!

# Membership News

by Tanya Rose

R. Geoff Brunner of North Hollywood sent me a \$60 check to extend his membership for FIVE years! Santa Fe engineers Vinnie Fulk, Al Gobel, Ron Kinum and Al Wolfe, as well as A.T.S.F. conductor Art Gray have joined our ranks. With people such as these giving us their support, I really don't have to say too much or do any drumbeating. On behalf of the museum, I thank them and all the new folks listed here!

## REGULAR MEMBERS

Stan Kellogg  
Eugene B. Morse  
Michael Reading  
Ken Reiter  
Vearl G. Shelman

Don C. Taylor  
Union Railroad of Oregon  
Nannette Anderson  
Harry W. Affleck  
John C. Cash

Vinton V. Fulk  
Alan B. Gobel  
Arthur F. Gray  
Ronald Kinum  
Alvin E. Wolfe

## FAMILY MEMBERS

Frank & Janet L. Barajas  
Edwin D. & Martha A. Barrer  
Bernard & Barbara Graham  
Mr. & Mrs. John P. Starkey

Chester W., Sandra J. Story &  
Lavona Spratley  
George L. & Ruth E. Curry  
David M. & Carol Davis

## CONTRIBUTING MEMBERS

Suzanne R. Drake

Edward L. Horne

Robbie Smith

REPORT is the official publication of the Pacific Southwest Railway Museum Association of San Diego. EDITOR: Larry L. Rose; TYPIST (& flak catcher): Tanya Rose; CIRCULATION: See above. Published monthly (more or less) by the Association. P.S.R.M.A. is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history.

# Exhibit Staffers

by Jo Pressnall

How gratifying to see that the ROBERT PEARY has been the object of so much interest and input! Member John F. Stevens, visiting from California, Maryland gave his enthusiastic seal of approval to the PEARY. Bill Evans, Jr. is such a gentleman and staffed nearly every Sunday. Linda Di Giorgio volunteered to do special group showings anytime. Ray Lethbridge staffed on his noon lunch breaks without even being asked! Al Vartanian donated engineers caps for our hosts to wear if they wish. New member Frank P. Sano, who is a captain for the Westminster Police Department, came all the way down from Rancho Viejo just to staff our private car. Ron Zeiss consistently called me to see if I needed help. I'm proud to list the following staffers who took time from their busy summer routines to help us out!

Frank P. Sano	John Patterson	Shirley Cook	George Parish
Wilma Steele	Ron Zeiss	Dean Curtis	Curtis Croulet
Tanya Rose	Richard & Barbara Pearson	Ray Lethbridge	Bill Niedrich
"Trig" Stanley	Bob & Linda Di Giorgio	Al Vartanian	Thomas D. Collins
Bill Evans, Jr.	Robert Croll	Cecil Badman	Eric Sanders

I want to publicly thank Terry Durkin, Larry and Tanya Rose, Michael Malone, Ken Helm, Hal Crispell and Carr Beebe, plus the marvelous restoration crew for giving us such a jewel to work with. You, too, can join in on this enriching experience. You would be paired with a veteran staffer your first time around who will show you how easy it is to play host on our magnificent heavyweight classic. Call me at 435-5022 (collect, if necessary) or Wilma Steele at 444-4349. We'll be waiting for your calls!

## EXCURSION NEWS

A rail trip to Alamos, Mexico has been set up for November 8, 9, 10 and 11th, 1980. Alamos is a colonial mining town in Sonora and is a Mexican national monument town. This excursion is set up for twenty folks so hurry and call Ann Mc Veagh for details and reservations at 444-3808.

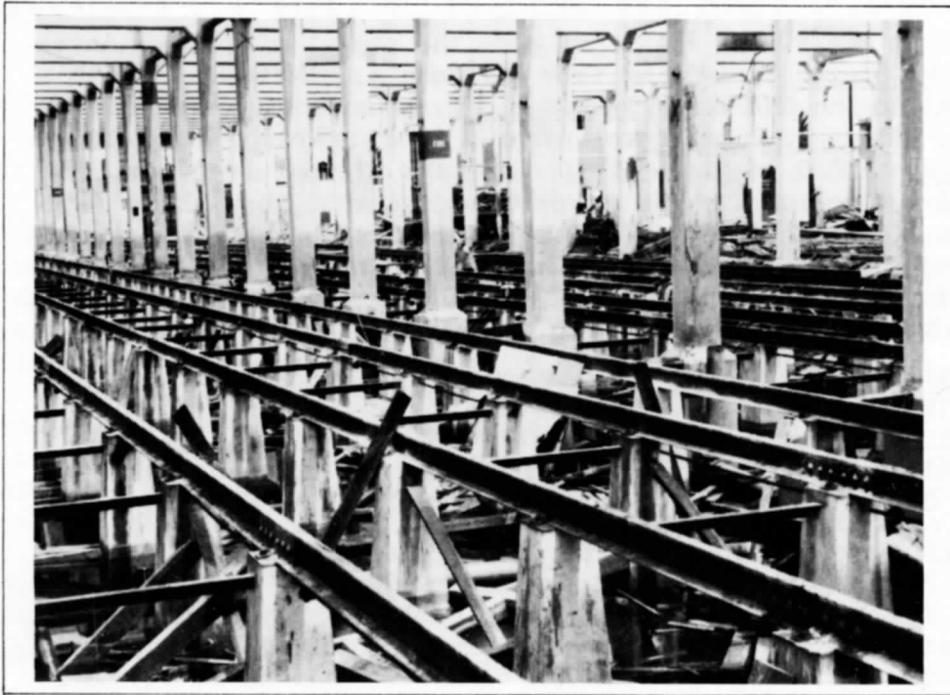
## CAMPAIGN '80

It's that time of the year again when regular members and the head of household of family memberships are asked to submit nominations for museum offices that become vacant on the 1st of January. Please make sure that candidates are willing and able to undertake the job you nominate them for. You can write in only one name for each office. Candidates must be regular members or the head of household of a family membership category. Nominations were accepted at the July 25th general meeting and can be mailed to the museum Secretary, Eric Sanders, 7861 Normal Ave., La Mesa CA 92041 from now 'til September 13, 1980. The election will be held at the October general meeting. Ballots will be in the September REPORT.

### P.S.R.M.A. NOMINATING BALLOT FOR 1981 OFFICERS

President _____	Director (2 year term) _____
V.P. & Gen. Mgr. _____	Review Committee (2 positions open)
Treasurer _____	3 year term _____
Secretary _____	3 year term _____

# ADAMS AVE. TROLLEY BARN TORN DOWN



Ray Lethbridge sent in this photo of the remains of the San Diego Electric Railway Car Barn on Adams Avenue. The old building had been used as a paper box factory since 1949 when S.D.E. Ry. shut down and had been vacant for some time when hit by the wrecker's ball last month. The rails and inspection pits were revealed when the wood floor was torn up. Rail and other salvage is on its way to Mexico, however, one important artifact was saved for P.S.R.M.A. Ray found the S.D.E. Ry. employees bulletin board in the debris below the floor with the

glass door still intact. Inside were several company notices, some dating to 1929 and still thumbtacked in place! Thanks, Ray, for securing this artifact of San Diego's early trolley days!

## PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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