

Bartlett's News Briefs

ROLLING UP THEIR SLEEVES FOR COMMUNITY ~ PACIFICANS AND THEIR PROJECTS

Four voices from the Pacifica Historical Society on saving history

Because the PHS got it done, Pacifica has a museum, a train car, a mural and some cheese

BY JEAN BARTLETT



"Saving a town's history gives so much meaning to everything in that town," Kathleen Manning said. "It answers all your questions about your surroundings. Why is this road here? Why does this park, or bench or pier have a special name? Why does this building look like an old train station? It gives you a sense of community. It fosters a feeling of belonging and shared history."

"The place you live has formed you to some degree," Pat Kremer remarked. "It has also formed the way the community is. When this city incorporated in 1957, it did so with a fighting spirit and that passion has remained in Pacifica."

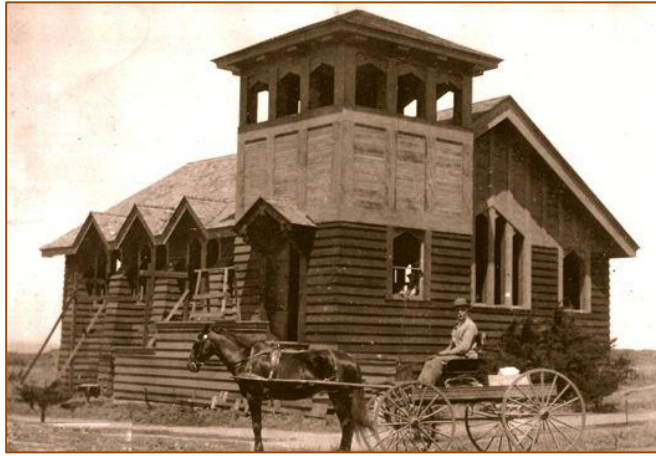
In 1957, nine small coastal communities voted on whether or not to incorporate as the City of Pacifica. There were lots of sturdy opinions for and against incorporation. But in the end, with a vote of 2,603 to 2,113, Fairmont, Westview, Pacific Manor, Sharp Park, Fairway Park, Vallemar, Rockaway Beach, Linda Mar and Pedro Point became the neighborhoods of Pacifica.

"Saving history is important," said Shirlee Gibbs. Shirlee and her husband Chris moved to Pacifica in 1956. They raised their family here. "I want my children to know what was here when I leave this earth. When we moved to Sharp Park we lived on a dirt road. There were no curbs or sidewalks. It was a muddy mess in the winter. And it was the residents of this town that used their voices to get things done. Our kids should know about [Jean Fassler](#), our first mayor and the first female mayor of any new city in the country. We have had a lot of successful women in Pacifica who in turn helped make Pacifica successful."

"I moved to Pacifica in 1992 and in 1997, Mason Brown invited me to join the Pacifica Historical Society as a way to get to know the community a little better," Jerry Crow noted. "He also said, 'By the way, we need a president right now!' I didn't think I was qualified but [Bill Drake](#) (editor/publisher of the *Pacifica Tribune*), took me to lunch and told me why it would work. I went ahead and enlisted and subsequently found out the history of Pacifica was a lot richer than I would have anticipated. I was President of the PHS for seven years starting then. There is satisfaction in being a part of anything that enriches the community life. And Pacifica, almost uniquely, has a diverse cultural milieu. We have the active concert hall, the playhouse and the art center and a lot of other things as well that contribute to the cultural life. These things were created by the people of Pacifica. In this town, one individual with an idea for their community can definitely make a difference."

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The Pacifica Historical Society Saved The Little Brown Church



Above, the Little Brown Church, circa 1911.

Below, the Pacifica Coastside Museum (Little Brown Church Building), August 22, 2015.



In 2002, the Pacifica Police Department held their opening dedication for their new police station on the Coast Highway. Prior to that, they were housed in the Little Brown Church building on Francisco Blvd. for 18 years. Built in 1910 by the Presbyterian Church, the Little Brown Church had once been a hubbub of community activity which included, along with church services, weddings, social events, meetings, and at times, student classrooms. The church's pastor, Rev. Herschell Harkins, who served the community from 1943 to his retirement in 1965, was so popular that Pacificans named their 1973-built municipal pier after him. Nevertheless, when the building was vacated by the police department, City management began eyeing a longstanding developer's offer.

[Karl Baldwin](#), 1921-2019, recognized in 2017 by California Congresswoman Jackie Speier, State Assembly Member Kevin Mullin and State Senator Jerry Hill for his extraordinary achievements in leadership as the City of Pacifica's first City Manager, was all about saving the church. As a member of the Pacifica Historical Society (PHS), Karl started working on the future of the Little Brown Church in the mid-1990s as Chair of the Little Brown Church Committee, which became the LBC Restoration Committee in June of 2001. Karl stayed on board until he decided his hearing issues were a detriment to moving things along.

"I became active in the PHS, in the late 1990s, when Karl was chairing the Little Brown Church Committee," Kathleen Manning said. Kathleen, the owner of [Prints Old & Rare](#), first got involved with Pacifica's history as a volunteer with the Pacifica Ocean Shore Railroad Association.

"The Little Brown Church Committee was a worthy project to me," Kathleen noted, "and you could see back then, that once the police department had a building of their own, the Little Brown Church building would be in trouble."

In 2002, City Council advised the PHS that there were no reserve funds to even develop a plan to show how this restoration project could be accomplished. In 2003, the PHS consulted with an attorney who subsequently drafted an initiative to protect the LBC from being sold, demolished or moved to another location. In 2004, the members of the Society circulated petitions to place Proposition L on the November 4 ballot. When Proposition L passed, it was clear Pacificans wanted their church and their history. Subsequently, the City of Pacifica agreed to let the PHS assume the responsibility for restoration and financing of the Little Brown Church.



Shirlee Gibbs poses outside of Winters Tavern. They played host to a fundraising prom for the Little Brown Church in 2011. (Jean Bartlett photo.)

Shirlee Gibbs took over chairing the Little Brown Church Restoration Committee when Karl stepped down, a massive, time-consuming volunteer endeavor that lasted 12 years, until the Pacifica Coastside Museum (Little Brown Church Building 1910) held its Gala Opening on Saturday, August 22, 2015.

"It was continuous fundraising," Shirlee said, "with the entire Historical Society working to raise those funds. And the committee I chaired was full of really talented and dedicated workers: Rick Della Santina, Jerry Crow, David Hirzel and John Meria. They never gave up, even when the challenges were daunting."

When the doors of the fully-restored church were opened, the total amount raised and spent on repairs and replacements came to over \$500,000. The PHS led the fundraising way through rummage sales, concerts, Sam's Castle tours, partnering events and many other ingenious fundraising events to pay for the work needed. In addition, several local businesses generously donated time and services. They also received an extraordinary \$200,000 donation from the Pacifica Lions Club. To read a biography on the PHS from its earliest days, link [here](#).

Getting Involved As A Volunteer For Your Community Is Also About What You Know

Pat Kremer grew up in Pacifica. She began her education at Sharp Park Elementary and was in the second graduating class of the newly-built Oceana High School – class of 1965. Her mother, Grace McCarthy, served four terms as Pacifica's vice mayor and three as mayor. Her father, Carl McCarthy, devoted his retirement years to bringing national recognition to Pacifica's Sweeney Ridge, which marked the European discovery of San Francisco Bay by Captain Gaspar de Portolá on November 4, 1769.

"What is now Pacifica used to be a lot of farmland and each of these farmland valleys was independent," Pat said. "So we had the volunteer fire department in each valley and we also had water services going on in each valley, though the latter was terrible service before incorporation. Additionally, because there weren't enough kids in any one place, we had San Pedro School and Rockaway School."

With the end of the Second World War and the subsequent baby boom, these independent valleys saw their populations rise.

"Linda Mar didn't have telephones for a year when Pacifica incorporated and most of the women didn't have any transportation because it was a one-car family and dad drove the car," Pat recalled, noting that along with Jean Fassler, a long list of Pacifica women, which included Pacifica's newly-formed AAUW chapter (American Association of University Women), stepped up to the plate to make their city a working community.

"In those days, many of the women were home with the children and when something was needed – a school, a business, better utilities – they made it happen."

Pat, who went on to receive her PhD in Biological Oceanography, moved away from her hometown for forty years, though the feeling that Pacifica was "home" never left her. In the fall of 2008, Pat and her husband Jim, at that point both professors in the Department of Marine Sciences at the University of Connecticut, retired and headed back to Pat's old family home in Sharp Park. For that reason, she calls

herself a "relative newcomer" to the PHS. Kay Kirkland, a longtime community go-getter and a retired Sharp Park school teacher, who was friends with Pat's parents, asked Pat to take over her position as Secretary/Membership Chair for the PHS in 2011. Prior to that, Pat and her brother John had donated to the PHS.



Pat Kremer at home in Sharp Park, June 2021. (Jean Bartlett photo)

"Our Historical Society gets so much done for our community and they can always use donations to do that," Pat said noting that donations are tax deductible. "But why did I personally join the PHS? I am interested in history and I have been around so much of Pacifica's history since it incorporated. Plus, who could say no to Kay Kirkland!"

"And I care about my home and I liked that our historical society was not only saving the Little Brown Church they were creating a Pacifica Museum; and we really have interesting history. It's not very hard to get interested in bootlegging, and growing artichokes and growing violets, and the Ocean Shore Railroad, and Devil's Slide. We've got easy history to be excited about. Sharp Park, where I grew up, was very diverse economically, all of Pacifica was, and each neighborhood had a personality. A kid growing up here now, if they can understand the history and the personality of their neighborhood and the different places in Pacifica, that can influence how they think about 'place,' and the influence of place on people or people on place. My generation, for example, didn't know the kids on 'other' side of town. Terra Nova students didn't know Oceana students, and vice versa, back in those days."

Pat has served on the PHS Board since she first took Kay Kirkland's spot. She currently serves as Vice-President and she has her niches as far as projects. She is dedicated to making historical archives available to people such as: storing physical copies of the *Pacifica Tribune*, gathered and organized in sequential order by Jerry Crow, which go back to the 1950s and on through 2013, and working with others more tech savvy to put all of that online; she is also the keeper of "Footprints of Pacifica," all 155 shows, one show to a DVD. The recipient of multiple community television awards, "Footprints of Pacifica" are half-hour programs, produced by Pacificans and starring Pacificans, which "highlight the lore and the lure of Pacifica, its character and its characters." All of the shows were executively produced by Kathleen Manning, and will be a part of the Museum's lending library. They eventually will also be available online.

"I am also good at displays," Pat noted. "It's very formulaic and that fits with my science background."

Some of the displays presented at the Museum, as taken directly from the PHS website, include:

- An exploration of the Ohlone culture, which thrived in Pacifica and throughout the Bay Area for over 1,000 years
- A commemoration of the 250th anniversary of Portola expedition, which climbed Pacifica's Sweeney Ridge in 1769, marking the first time Europeans saw the San Francisco Bay
- A celebration of the Ocean Shore Railroad, which ran from 1908-1920, offering the first major opportunity for San Francisco residents to explore the beautiful coastal region
- A look at Pacifica in the modern era, including its emergence as a surfing mecca and a site of pivotal victories in the environmental movement

"There are always things as a volunteer that you are not expecting. For instance when I joined the Board as Secretary, I thought I would take notes, which I did. I did not realize that I would also work the rummage sales in some way. But those rummage sales are our biggest fundraiser, and we need every penny of it to restore Ocean Shore RR Car 1409. That's the hardest part of trying to save history, raising money, and you have to keep it going even when a goal is achieved. But I think if you are on a board, you must be active. There is never not anything to do."

It was Pat's mother Grace that set Shirlee's course as a volunteer.

"When we moved here, Grace McCarthy was the first person to knock on our door," Shirlee shared. "She was the welcome wagon hostess. She had a little basket with goodies in it, including gift certificates to some of our local Sharp Park businesses.

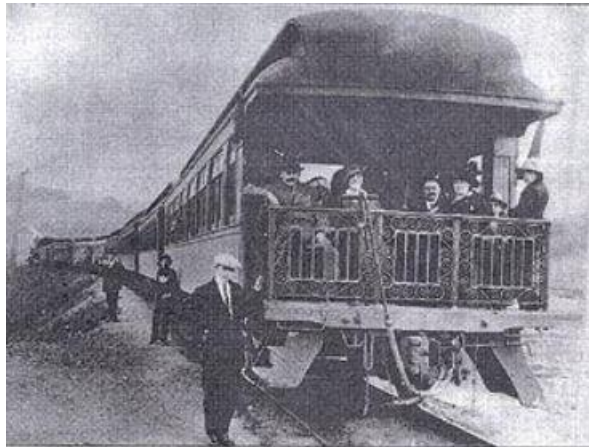
"Several months later, she knocked again and said, 'You have a daughter in first grade and I think you should be a Room Mother and join the PTA. That meant you baked cupcakes and cookies in your child's class with the other mothers. Next it was work on the school carnival and then it was be active in the PTA. Then I did the newsletter for Sharp Park Elementary School. Then she came to the door in her Girl Scout uniform. She said, 'You have a child in the second grade and I believe you should be a Girl Scout Leader.' Well, that lasted for 12 years – Girl Scouts through Senior Scouts. Then Grace came to the door again, this time was for the Historical Society. There were other things in between. Grace was a pusher but what she was asking needed doing. She wasn't demanding but she was insistent. She was a wonderful woman and a great mentor to me, and she taught me the importance of volunteering for the community you love. We lost a great Pacifican when Grace passed.

"I got involved with the PHS in the late 1980s. It wasn't too busy then. It started to pick up when Bill Drake became President and that was I believe in 1993 and he asked me to be his recording secretary, a volunteer job. I did that for a year for Bill Drake, he was the editor of the *Tribune* at the time. Then Lee Forester was elected to be President of the PHS in 1994. I was the Vice President. Lee conducted one meeting, maybe two and then quit – so I became the President until March of 1997 when Jerry Crow took over as President.

Shirlee's list of giving to her community is extensive, but it also includes being involved with the Fog Fest and being appointed by City Council to serve three years on the West Sharp Park Advisory Committee. "That's to improve Palmetto Avenue and that's not quite finished yet."

"You have got to have stick-to-itiveness to be a volunteer," Shirlee said, "and our Little Brown Church restoration was 12 years, for me, in the making, and I am so proud of what we did. I believe when you join an organization you should be active. You don't want to be on a board in name only. To be a director, you have to be active. You have to earn it."

"For years we have concentrated all of our time and resources on creating the Pacifica Coastside Museum in the Little Brown Church Building," Shirlee continued. "Now our biggest goal is completing the massive restoration on Car 1409, the last passenger train of the Ocean Shore Railroad. Three or four years ago, Kathleen Manning and I started chairing these monthly rummage sales and we got a motion before the Board that all monies, made at the rummage sales, would go to restoring the passenger car. This is our history and it is a history to be proud of – but again, it needs stick-to-itiveness."



Restoration Of Ocean Shore Railroad Car 1409

In 1909, the W.L. Holman Car Company of San Francisco built Car 1409 for the Ocean Shore Railroad. She was a beauty. The Journal of Electricity, Power and Gas (Vol. XV-No. 7, July 1905) gives a description of the Holman passenger car. "The outside sills of the bottom frame are made of heavy I-beams, filled with seasoned Oregon pine thoroughly bolted, and the inside sills and intermediate framing is also of Oregon pine. All posts in the body frame are of Eastern white ash, the roof carlines are of pine, the roof being strengthened by means of steel carlines, while the roof itself is of tongued and grooved

redwood covered with heavy cotton duck, put on with thick white lead. The interior of the car is finished in Spanish cedar, with ceilings of birdseye maple veneering."

In 1920, the OSRR made its last run and Passenger Car 1409, like the rest of the dream railroad, passed into memory. Except that in 2004, Jeff Millerick, railcar restoration expert and Preservation Chair of the Northwestern Pacific Railroad Historical Society, discovered a dilapidated old railcar as he walked along the former railroad right-of-way in Sebastopol, CA. It was in the backyard of a private residence, between two oak trees. It had recently been trimmed of its massive camouflaging overgrowth. It looked beyond repair. It was slated to be destroyed in two weeks.

Jeff called in railroad historian and OSRR expert John Schmale to identify the car. Nearly a skeleton, it nevertheless revealed an old grandeur and faint above the door were the numbers "1409." Racing against time, John contacted then PHS President Kathleen Manning and she made it clear, Pacifica wanted its history back. Kathleen's late husband Bill Hall—an astute businessman with an extraordinary knowledge of geography, economics and maps, and also Kathleen's business partner—was 100 percent behind saving the historic passenger car. Together Bill and Kathleen made the journey to Sebastopol, looked at the immediate and considerable hurdles, which included financial hurdles, and decided they would make this project happen.

Pacifican and master carpenter Scott Lindner was brought on board straight away and the all-volunteer PHS, led by Kathleen, Bill and Scott, got the railcar to Pacifica – no small undertaking involving stabilization repairs, jacks, a flatbed truck, 65 miles, the Golden Gate Bridge and a lot of fingers crossed – to begin Car 1409's long, multi-faceted, labor-intensive restoration and fundraising project.

"We need donations to finalize restoration of the train," Shirlee stated. "Pre-pandemic, with the rummage sales we had at the Museum, which have resumed, we bring in two to three hundred people a weekend to not only 'rummage,' but to see the Museum and what we have accomplished, and to also shop in our City. The sales also generate approximately \$25,000 a year.

"We have definitely accumulated a bank account, but the money goes quickly with labor and especially materials. You cannot go to Home Depot or Lowes to buy the materials you need. Everything has to be specially milled and you need special woods. Now we order and it's two weeks out to get the materials.

We thought we were in good shape but by the time we pay insurance on the train, we pay our monthly rental fee and we pay labor—and we just learned the estimated cost of the window sashes is \$30,000—we know we are not financially where we want to be. Bids on roofing and painting will now be secured, and we estimate the roof will be \$15,000 to \$20,000. So we have to continually raise money for this. We haven't even talked about the trucks (the wheels) underneath it and the foundation is the next step. The train cannot be moved right now. All the work that we have done would fall apart like a wet noodle. The train is sitting in Vallemar on a slope and it has to be plumbed, or straightened, so that we can move it. Before the end of the month, we should know from the City where the train is going to go.

"With the new civic complex in Sharp Park a reality, at the Council meeting it was read as a motion that the train be included in placement in that area. We don't know where at this time, we are hoping for the corner of Francisco and Salada. We have lobbied for this for years to have it on that corner. Certainly the public has strongly indicated their support for that location. The second concept is coming up on the end of June and the Council is going to discuss landscaping for the civic complex and placement of the train."



Artist rendering by Pacifcan and PHS member John Meria of the hoped-for train car location.

"We need awareness of the train car and where it is placed," Shirlee said. "Please join us on Sunday, June 27 at 2 p.m., when we unveil our newly refurbished, working model of the Ocean Shore Railroad at the Pacifica Coastsides Museum, and talk about placement for Car 1409. The builders of the model, brothers Armando and Daniel Vargas, will also be there."

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A longtime Pacifcan, Kathleen Manning served as President of the Pacifica Historical Society (PHS) for 10 years. A middle school/high school history teacher, also for 10 years, before she started her Prints Old & Rare business, Kathleen's family is rich in train history. Her father worked for the Michigan Railroad, Pere Marquette, and was Chief Engineer of Bridges and Structures. Her father's father was chief engineer of the railroad. Earlier on he had supervised the building of trains running through Oklahoma. Her Uncle Fred was chief engineer of the Chesapeake & Ohio Railroad. Her Great Uncle Frank had worked as an accountant for the Grand Trunk Western Railroad.



"Sometimes you just have to become involved in things that will benefit your community in the present and in the future," Kathleen said, listing both the train car and the Museum as among those kinds of "beneficial" things. "Because if you don't get involved in something you see that has merit, who will?"

For many years, Kathleen kept the working model of the Ocean Shore Railroad at her shop in the Crespi Business Center until it could find permanent housing, which it has, at the Pacifica Coastside Museum. She also became the "conductor" of the mural project on Crespi Drive.

← Kathleen Manning at her shop on Crespi, June 2021.
(Jean Bartlett photo)

Titled "Ocean Shore Railroad at the Beach," the 72-foot long, 12-foot high mural painted on the east facing wall of Crespi Mini Storage, was a collaboration of the PHS, a crew of PHS volunteers, artist David Alonzo and Crespi Mini Storage. It depicts the era of the OSRR, 1908-1920, which ran back and forth from San Francisco to Tunitas Glen, 26 miles north of Santa Cruz. The mural specifically presents Pacifica during that time frame, with its artichoke fields, shorebirds, colorful beachgoers, historic Sanchez Adobe (the Sanchez Adobe is the oldest building in San Mateo County open to the public), and other Pacifica treats including the train itself. Artist David Alonzo painted the mural's first brushstroke on August 30, 2014, and on May 1, 2016, this recipient of a Beautification Award from the City of Pacifica was dedicated.



PHS mural "Ocean Shore Railroad at the Beach," artist David Alonzo. (Jean Bartlett photo)

"What I am passionate about right now is Car 1409," Kathleen said, "and to complete the restoration we need donations. Our rummage sale fundraisers do bring money in but not enough."

There is also another "saving history" project Kathleen is passionate about, and that is her Pacifica Jack Cheese project.

In 2015, Kathleen came across a first edition, 1937, of "Eating Around San Francisco" by Ruth Thompson and Chef Louis Hanges. The book features local "best" eateries, some still familiar today such as the Palace Hotel, the Beach Chalet and Fisherman's Grotto. Others are favorites now gone and they include: Mission Dolores Grill, Frank's Place at Moss Beach and Ray Mori's Place at Mori's Point, located in today's Pacifica. It is at the latter locale where Pacifica Jack was not only created but stolen.

The authors wrote: "In a rambling, old-fashioned but comfortable 21-room farmhouse, high over the cliffs brooding over the waters of the Pacific, just 11 miles south of San Francisco, Ray Mori and his wife, Marie, live on 10 of the original 19 acres which Stefano Mori bought on his arrival from Italy in 1888."

Thompson and Hanges went on to list the assets of the country-style hotel and restaurant, which included: the wooden back porch that leads into the bar; the kitchen brimming with the aromas of "cooking sauces, soups and meats;" the beautiful storeroom filled with cheeses and "salami hung from the ceiling."

But it is on page 285 where readers discover the Pacifica Jack cheese evidentiary paragraph.

"Returning to the bar room to talk with the Mori's before dinner was served," one of the author's noted, "I was interested to discover that it was Stefano Mori who first made what we today call Monterey cheese. Having been born and brought up in Italy, Stefano and his wife learned how to make cheese. They made it on their Mori Point property, getting their rennet from the stomach of a freshly killed calf. The cheese was very good. An Italian named Baldocchi was a friend of the family. He learned how to make the cheese and went to Monterey and manufactured it on a commercial scale. As he was on the Jack Ranch (owned by notorious scoundrel David Jacks), the cheese is now known as Jack or Monterey Cheese."

Ever-resourceful, Kathleen also found Stefano Mori's original recipe and since 2015, Pacifica Jack has been made for the PHS by a professional cheesemaker. It sells for \$8 a pound and is available at the Pacifica Coastside Museum and through Kathleen Manning's business. To date, more than two tons have been sold and all the proceeds go to the PHS treasury. The cheese, which is absolutely delicious, is a vital source of PHS income.



(Jean Bartlett photo)

"I love the cheese project," Kathleen said, "and the discovery of the cheese was so much fun. And I love being a part of creating the Pacifica Coastside Museum for our community. We were one of the few Bay Area cities that did not have a history museum. Now we do.

"It's very satisfying to see real results on projects that were originally, just ideas. People love the Museum, they love that we have saved the last passenger car of the Ocean Shore Railroad, they love the cheese and they love our Crespi mural – and frankly so do I."

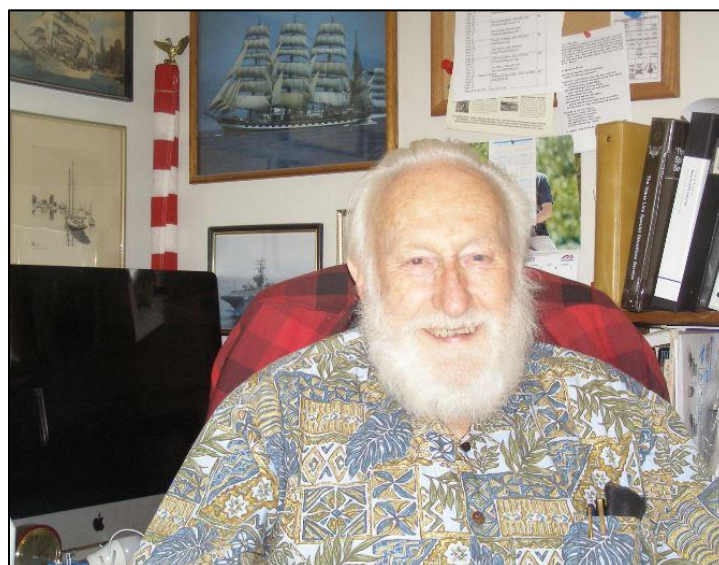
Jerry Crow, who writes local history articles for *Coastside Magazine*, said that in addition to raising funds and remaining dedicated to completing projects, you've got to get the young people in a community to care about their history.

"We should all know about [Bob Siebert](#), for instance," Jerry said. "He was the one that told us that during WWII, Coast Guard troops were stationed at our Pacifica castle to do beach patrols. The streets at that time, in West Sharp Park, had no street signs, or at least not a lot of them. So Bob organized the Boy Scouts to put up temporary street signs until permanent ones could be up.

"This City has always been about individuals—Jean Fassler, Bill Drake, Sheila Hyman, Mildred Owen, Sydney Clark, Shirley Drye, Paul and Lydia Azevedo, Karl and Eileen Baldwin, Carl and Grace McCarthy, Helen James and so many, many more—who recognized a need and filled it or became part of a team that did so."

Jerry noted that this "Pacifica" knowledge begins with educational outreach, something begun in the schools before the pandemic and getting ready to return.

"We have had a number of second grade classes at the Museum. People think they are too young to care, but they really listen to what happened in the past to bring us into the modern era. We have numerous exhibits, we have docents, we have events and we have guest lecturers who are so often longtime residents with tales to tell. We also now have a model Ocean Shore Railroad. Anyone of any age can come learn about the past and how it lights our way to the future – and they can pass what they learn along to others.



Jerry Crow in his home office, June 2021. (Jean Bartlett photo)

"We need people to voice their support for the efforts we are making for the community. That is genuinely helpful. We need people to support our rummage sales and to donate. We also need voices to help us with our challenges.

"One of the challenges, the biggest controlling factor to date, has been the attitude of the city manager. This is not specific to one but shared by quite a few. Overcoming a city manager's reluctance has definitely made 'persistence' a huge virtue in our PHS quiver of arrows."

It should be noted here that Pacifica's first city manager, Karl Baldwin, not only was active in saving history as a member of the Pacifica Historical Society, but he and his wife Eileen donated \$25,000 to help with restorations on the Little Brown Church, and \$25,000 to help with restoration on Car 1409.

"Also included in our challenges is the constant fundraising. Additionally, having served as President and Treasurer, I know there is always the difficulty of dealing with the government. We are a 501c(3) nonprofit organization. We do not owe income tax, but to keep atop of our nonprofit status we have to fill out a number of government forms as if we did owe."

"We are always looking for younger people because some of us are a little long in the tooth," Jerry laughed. "A younger generation is an imperative for any organization to remain healthy. And the thing is, when you volunteer to be a part in some way to save your history, there is a real satisfaction in the results which will live long past your lifetime. We have an honest to goodness museum and we will have a train car museum. They afford us the canvas to lay out the history of Pacifica in all its various and often thrilling aspects."

Visit the Pacifica Historical Society online at www.pacificahistory.org. Learn about the Pacifica Coastsides Museum, located at 1850 Francisco Boulevard and open, as of July 1, 1-4 p.m. Tuesdays, Thursdays and Saturdays (and by appointment)—and online at www.pacificahistory.org/museum.

To join the Pacifica Historical Society in celebrating their newly refurbished Ocean Shore Railroad model, come to their Sunday, June 27th event, 2 p.m., at the Pacifica Coastsides Museum. The event is free. There will be also be a silent auction.



Jean Bartlett is a longtime Bay Area features writer: Pacifica Tribune, Oakland Tribune, San Jose Mercury, San Mateo Times, Portraits & Roots, Marin Independent Journal, Twin City Times, Ross Valley Reporter, Peninsula Progress, Coastal Connections, Contra Costa County Times, Bay Area Business Woman and Catholic San Francisco. She is also an award-winning children's book author, a former Hallmark Card writer, a produced playwright and the author of two historical biography books on some of the more than 370,000 interred at Holy Cross Catholic Cemetery in Colma.

(This story was sponsored by Pacifican [Sue Digre](#).)