

What Happened To The International Skyride?

By Barbara Zaragoza

In 1959, forty-year-old entrepreneur Allen Parkinson set out to construct a privately funded International Skyride to cross the international border from San Ysidro into Tijuana. He imagined that an aerial transport system would ease automobile congestion at the U.S.-Mexico border and encourage more people to travel to Baja California. His never-realized plans got a hearing from U.S. Congressman Robert “Bob” Wilson and remain in the latter’s collection of papers at San Diego State University. They provide some insight into the way businessmen and politicians conceptualized the border in the middle of the twentieth century.¹

Why a Skyride?

The idea to build an aerial transport system was original only in that the ride would cross an international border. Passenger-carrying ropeways had existed for centuries. Engineer Wilhelm Albert’s invention of the twisted steel cable in the 1830s helped to advance the technology necessary for lifting and hoisting tramways. By the early



View from the U.S. side of the border looking into Tijuana. A double line of vehicles wait to cross the Tijuana bridge, October 21, 1951. ©SDHC #OP 12797-147.

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Disneyland Skyway, Anaheim, California. Internet photo.

1900s various recreational aerial lifts started to become popular, especially for skiers. The organizers of Chicago's 1933 World's Fair unveiled a mammoth aerial ferry called the "Sky-Ride" that carried more than 4,000 passengers an hour 200 feet above the earth. Engineers believed that the aerial ferry would eventually replace costly bridges by swinging vehicular traffic across rivers or canyons in mid-air and at high speed.²

Two decades later, the popularity of aerial rides persisted and innovations continued. In 1956, Disneyland unveiled its unique *Skyway*, a gondola lift attraction. *The Los Angeles Times* reported that Walt Disney had bought a *Skyway* for \$300,000 after he learned that Von Roll, a Swiss industrial manufacturer, was testing a transportation system involving small gondolas moving along suspended cables. Disney saw an opportunity to demonstrate a new mode of transportation that was practical and futuristic. Von Roll engineers then came to Anaheim and constructed the company's first aerial ropeway.³

Parkinson, who lived only minutes away from Anaheim, was convinced that an International Skyride would be a great success. He wrote to Ralph Kelly, the Commissioner of Customs at the Treasury Department, explaining:

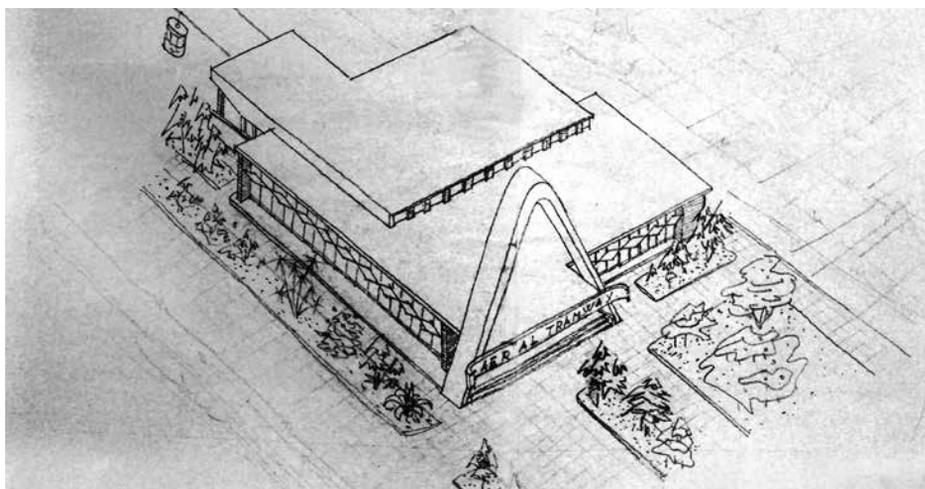
I would like to point out some of the obvious advantages of a ride of this type: It will be the first skyride to cross an international border and, as such, would receive worldwide publicity. For example, I mentioned the project to Mr. Arthur Stein, Publisher of *Coronet Magazine*, and he immediately requested permission to do a picture story on the project as soon as we start construction. *Life Magazine* has also indicated an interest, and my feeling is that this would not

only create a great deal of international good will, but would greatly aid the American public in crossing the border with a minimum of inconvenience.⁴

Described as a dreamer who was terrible at math, Parkinson opened an office along East Anaheim Street in Long Beach and called his new company the International Skyride Corporation.⁵ A decade before, Parkinson had been working as a salesman for a wine company. Suffering from terrible insomnia, he noticed an advertisement for a sleep aid named Persomnia. He thought the idea was good, but the name was terrible, so he created his own over-the-counter medication and called it Sleep-Eze. The product became a bestseller and in 1959 he sold it for \$1 million.⁶ Even before the money was transferred into his bank account,⁷ he leased a 25-acre parking lot that adjoined the border and U.S. Highway 101. He also became 49 percent owner of a Mexican counterpart company called *Transportes Aereos Internacionales, S.A.*⁸

In 1959, Parkinson approached the Italian Pinna-Farina, maker of the Ferrari, to design his skyride.⁹ The company agreed, although no records have been found of Parkinson's visit or documents explaining why the famous automobile manufacturer would have wanted to build such a ride. Parkinson also hired Carlevaro & Savio, makers of the first aerial gondola in 1949, to draw up his architectural designs.¹⁰

Parkinson then created a descriptive brochure outlining the skyride's specifications. He planned to have the tram located on a parking lot that would



This drawing shows the American terminal of the International Skyway with a gateway that read, "Aerial Tramway." Architectural designs by Carlevaro & Savio. Courtesy of Special Collections & University Archives, San Diego State University Library & Information Access.



Leon Parma, 1955. ©SDHC
#UT 84-14582.1.

accommodate 2,400 cars. The ride would be five-eighth of a mile long and would carry 800 passengers per hour.¹¹ From the terminal at the U.S. parking lot, the skyride would cross the border and turn left on *Avenida Revolucion*, gliding two more blocks until arriving at an unloading terminal in the business district of Tijuana. The Mexican government would set the rates on the Mexican side and the Americans on the U.S. side. In May 1959 Parkinson said he planned to charge \$1.50 round trip and \$0.85 one way.¹² His skyride would operate 16 hours per day, 7 days per week.¹³

The brochure is lost to time and whatever remains of Parkinson's vision is preserved in a box, part of the Robert Carlton (Bob) Wilson Papers at San Diego State University's Special Collections & University Archives. Consisting mostly of letters written between

Parkinson and Congressman Wilson's office, the documents show a dizzying number of government agencies Parkinson contacted to receive permission for his project. Parkinson was persistent, determined and always cordial.

Wilson and his administrative assistant, Leon W. Parma, were Parkinson's main points of contact from early 1959 until late 1960.¹⁴ Parkinson made sure to send Wilson copies of all his correspondence to the various agencies. He also encouraged Parma to call collect if anything urgent ever came up.¹⁵ Both Wilson and Parma wrote courteous letters back to Parkinson, lauding his idea for border tourism.

Border Tourism

Tourism at the San Diego-Tijuana border had existed for a century before Parkinson's skyride idea. After Mexico and the U.S. signed the Treaty of Guadalupe Hidalgo in 1848, a Boundary Commission erected monuments along the new line from El Paso, Texas, to the Pacific Ocean. In 1851, the Commission placed, among other monuments, a marble obelisk at the furthest western location in what today is Border Field State Park and erected a granite monument at today's San Ysidro Port of Entry. Tourists came in droves. By some estimates, more than 100,000 visitors per year went to see these two monuments at the end of the nineteenth century.¹⁶

Leisure activities attracted visitors to Tijuana starting in the 1880s. Real estate developers set up daily stagecoach services, luxury hotels, and entirely new towns

to accommodate the crowds. They advertised mild weather, sandy beaches, and the nearby Tijuana Hot Springs.¹⁷ Within a decade, however, the real estate boom had busted and most of these early developers had left.¹⁸ In the 1920s, Tijuana flourished again as the result of prohibition. So-called “Border Barons” such as Frank Beyer, Marvin Allen, and Carl Withington created saloons, casinos, brothels, opium dens, and race tracks in Tijuana, which became known as “Vice City.” Famous celebrities and locals crossed the San Ysidro border in droves to enjoy the delights forbidden inside the U.S.¹⁹

The border crossing continued to be busy long after the repeal of prohibition. In 1950, it was estimated that 1,876,340 cars had entered the U.S. at San Ysidro in the past year.²⁰ Newspapers reported incidents of border congestion, but old-timers such as Jaime Mercado remembered that crossing the border was easy. He said,

Prior to 1955, we lived in Tijuana two blocks from the border about a mile west, across what is now Las Americas. As kids we used to walk across over three strands of barbed wire that were always flat on the ground.... We moved to San Ysidro in 1955 and I often went to Tijuana on foot or on my bike to visit relatives or buy meat, tortillas, and Mexican bread. Upon crossing back, the only requirement was to declare your citizenship, show your “green card,” or passport if you were neither a citizen nor a legal immigrant. If you said American citizen, they would ask for place of birth. If you were naturalized, they mostly asked when and where. Very rarely did they ask me for the “blue card,” which was issued upon request to naturalized citizens so they wouldn’t have to carry around the 8” x 11” certificate as proof of citizenship. There were no long lines to enter the US or to go to Tijuana....²¹

The porous nature of the border started to erode during the 1950s as a result of anti-Communist attitudes. While Wilson seemed very positive about Parkinson’s plan, he also was a staunch conservative. A Republican Congressman originally from Calexico, Wilson had been elected to the newly created 30th District of San Diego in 1952. He became a member of the House Armed Services Committee and his campaigns featured anti-Communist themes. During his term, the media propagated the idea that



U.S. Congressman Robert “Bob” Wilson, n.d. ©SDHC #15563.



Border crossing at Tijuana, May 31, 1954. ©SDHC UT #8248-340.

Communist Red China was deliberately targeting American youth to get them addicted to narcotics. It was suggested that China was responsible for the illegal drug trade at the U.S.-Mexico border.²²

By 1954 fears associated with illegal immigration led U.S. Attorney General Herbert Brownell to launch an aggressive deportation of illegal Mexican immigrants in what became known as Operation Wetback. Border security was further tightened when the government constructed a new 10-foot-high chain-link fence running 3.5 miles west of the San Ysidro Port of Entry in 1956.²³

If hostile political conditions existed at the border, or if Wilson had any reservations about the skyride, Parkinson seemed unaware of them. In his letters, he wrote that the skyride would relieve congestion and serve to illustrate a good neighbor policy.²⁴ He also said that it possibly could lead to the improvement of Tijuana because he planned to donate some of the profits to an orphanage or a tree planting project.²⁵

Getting Permissions

Parkinson took a hands-on approach to his skyride, traveling to Washington, D.C. with his idea. He wrote follow-up letters to the politicians and administrators on May 25, 1959. They included: Ralph Kelly, Commissioner of Customs, U.S. Treasury Department; David B. Strubinger, Assistant Commissioner, Bureau of Customs, Treasury Department; Lt. Gen. J.M. Swing (Ret), Commissioner of Immigration and Naturalization, Department of Justice; E.A. Loughran, Associate

Commissioner of Immigration and Naturalization, Department of Justice; Medical Director Andrew P. Sackett, Chief, Division of Foreign Quarantine, U.S. Public Health Service; and William A. Wieland, Director, Office of Caribbean and Mexican Affairs, Department of State.²⁶

On June 9, 1959, Congressman Wilson sent the same letters to Kelly, Swing, Sackett, and Wieland, along with the following note:

Your office was recently visited by Mr. Allen Parkinson, President of the International Skyride Corporation, and subsequent to the visit Mr. Parkinson wrote to you.

May I respectfully request that I be kept advised of any action taken by your office with respect to this case.²⁷

The letter suggests that Congressman Wilson considered himself a primary contact for Parkinson. Indeed, as time went on, warm relations seemed to have been established. Parkinson wrote two friendly postcards, one to Parma, Wilson's administrative assistant, from the Environs De Chamonix near Geneva and another to Wilson himself from St. Mortiz, Switzerland.²⁸ Both postcards depicted tramcars in the snowy mountains.

Parkinson wanted to begin construction by January 1960, a mere seven months after starting the permissions process.²⁹ In June 1959 he contacted Bob Wilson saying that he had not heard from the State Department and asking if the Congressman could contact the appropriate people to determine what permits or treaties would be necessary. Wilson agreed.³⁰

The State Department had never received such a request before and needed to do extensive research.³¹ They explained that an international agreement between Mexico and the U.S. would not be necessary. Instead, Parkinson would need a Presidential Permit from President Dwight D. Eisenhower because only he had the power to conduct relations with foreign countries. In order to fill out the application and receive the permit, he would first need to have approval from several departments, including: the Department of the Army, the Department of the Treasury (Bureau of Customs), the Department of Justice (Immigration and Naturalization Service), the Department of Health, Education, and Welfare (Public Health Service), the Department of Agriculture, possibly the Interstate Commerce Commission and the International Boundary and Water Commission. He would have to gain approval by the Government of Mexico and consult the appropriate state and local authorities of California.³²

Undeterred, Parkinson sent an optimistic letter to Parma three days later saying that both the Bureau of Customs and the Bureau of Immigration intended

to approve his skyride. In addition, the Mexican Government planned to publish a notice about the construction of the skyride in their official papers. Thirty days after publication, the franchises would be granted.³³ Parkinson also wrote: “I am sending copies of this to Mr. William Wieland of the State Department so we can proceed with the Presidential Permit.”³⁴

Obstacles

While a few government departments gave their approval right away—such as the Department of Defense and the Department of Health, Education and Welfare—others had questions and requirements.³⁵ The International Boundary and Water Commission requested that detailed engineering plans be submitted in order to determine whether the skyride would materially affect flood flows in the Tia Juana River.³⁶ The Bureau of Customs within the Treasury Department explained that they hoped to be able to arrange with the Immigration and Naturalization Service for the assignment of the necessary number of officers at Parkinson’s U.S. terminal. The Plant Quarantine Division of the Department of Agriculture said that it was likely unable to supply inspectors during the current fiscal year, but the Bureau of Customs believed they could take care of the plant quarantine inspection for a temporary period.³⁷ The Bureau of Customs, meanwhile, told Parkinson that if the skyride operated on Sunday and holidays, it would be necessary for him to furnish a bond to the collector of customs at San Diego, guaranteeing payment of the extra compensation of customs officers for service on those days.³⁸ Parkinson agreed to pay the money.

Problems continued to multiply. In September 1959, Parkinson discovered that the government had either a 10- or 20-foot easement on the 25 acres of leased property



This is an example of the letters sent by Parkinson with his company’s letterhead. Parkinson was optimistic that construction for the ride would begin by Jan. 1960 and he was already making plans for the ceremony on opening day. Courtesy of Special Collections & University Archives, San Diego State University Library & Information Access.

that was needed in order to patrol the border. To remedy the situation, Parkinson planned to build a platform 13-feet high that would bridge the government easement. This would allow vehicular traffic to pass underneath the loading platform.³⁹

The Mexican franchises ended up taking much longer than the anticipated thirty days.⁴⁰ In October 1959, Parkinson returned from Mexico City and lamented to Parma, “You are no doubt



Jacob Dekema, District Engineer, shows off the artists' rendering of the new wing of the Division of Highways building to Frank G. Forward, President of Union Title, 1959. ©SDHC #S-6150.

aware that matters of this kind take a little longer in Mexico than in the United States so, rather than wait on the franchises any longer, I am going to apply for the Presidential Permit at once as time is growing short.”⁴¹

The Foreign Service Dispatch from the American Consul in Tijuana, meanwhile, lodged a concern about safety, to which Parkinson answered, “With reference to the paragraph where he was concerned about accidents, I would like to point out that the cars will be completely enclosed so that no objects can be thrown out or passengers fall out.”⁴² To protect his International Skyride, Parkinson went ahead and hired an insurance company to provide his corporation with a \$1 million bodily injury liability and property damage policy.⁴³

On August 5, 1959, Parkinson again met government officials in Washington, D.C. The meetings seem to have been fruitful because five days later, Parkinson wrote to Alan F. Neidle, the attorney adviser in the State Department, thanking him and saying that all the permits had arrived. Now, he was just waiting for the franchises from the Mexican Government.⁴⁴

It appeared that the skyride would become a reality when, on May 5, 1960, Parkinson received a telegram from Wilson saying: “Good News. President Signed Permit Today. Best Wishes.”⁴⁵ Having obtained clearance from twenty-one federal agencies and an executive order from President Eisenhower, Parkinson left to Italy a month later to discuss construction plans with Pinna-Farina.⁴⁶

Plans for the skyride hit a major snag, however, when it was discovered that the State of California had designs on the space needed by Parkinson. According to Jacob Dekema, 11th District Engineer of the Division of Highways, the state planned to acquire Parkinson’s 25-acre parking lot for the relocation of the south end of U.S. Highway 101 at the border.⁴⁷

A month later, on October 26, 1960, Parkinson wrote Wilson and Parma to tell them the result. He expressed shock at the news:

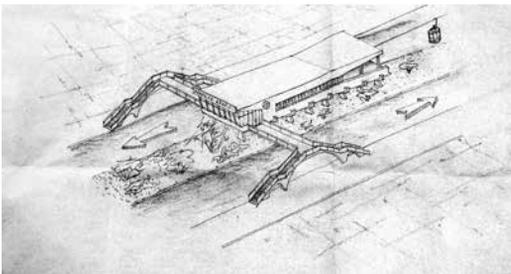
I would like to emphasize that we had already checked this out some months ago and the Highway Department said they had no intention of using the property and to proceed with our plans. I only mention this so you will know we did check thoroughly; however, evidently something happened to change their plans. Therefore, of necessity, we are forced to abandon the project.⁴⁸

The California Division of Highways

Parkinson had focused his attention on federal regulatory permissions, failing to see historic legislation taking place in the State of California. In 1959, a massive twenty-year project to improve the state's roads was signed by Governor Edmund Gerald "Pat" Brown. This would create 12,000 miles of freeways at a cost of \$10.5 billion.⁴⁹ On July 22, 1959, Section 104.6 of the Streets and Highways Code was amended to read: "The authority conferred by this code to acquire real property for state highway purposes includes authority to acquire for future needs."⁵⁰

These pieces of legislation, completed and signed during the exact time that Parkinson was getting his permissions, signaled the end of the skyride project. Dekema lawfully claimed Parkinson's leased parking lot without negotiation. By 1969-70, Dekema had received funding for the widening of what became Interstate 5 at the international border in San Ysidro.

Dekema would spend a quarter of a century overseeing the momentous construction of the San Diego County freeway system. A graduate of USC with a degree in civil engineering, Dekema strongly believed that the greatness of the Roman Empire was based on its 53,000 miles of highway connecting all the borders



Carlevaro & Savio's telecar design in Tijuana, called the "Funicular Aereo." Courtesy of Special Collections & University Archives, San Diego State University Library & Information Access.

of the far-flung empire.⁵¹ He also believed that progress lay in developing freeways, even at the cost of historic and/or community preservation.⁵² In 1957, San Diego County had a mere 24 miles of freeway, all of which were non-interstate. By 1972 the county was scheduled to have 179 miles of interstate freeways and 64 miles of other freeways.⁵³



San Ysidro-U.S. border crossing, April 4, 1966. ©SDHC #92:18835-1933.

At the end of 1960, Parkinson received a letter from Parma, expressing the congressman's regret about the abandonment of the International Skyride project, "Bob specifically asked that I contact you and ask if there is anything possible that we might do to get this back on the track again. We would very much appreciate your appropriate advice."⁵⁴

Parkinson did not give up right away. He wrote the State Department and asked if the federal government would consider taking over the project. He reasoned that if the federal government bought the property, the California Division of Highways would have to stop constructing the freeway.⁵⁵ To that end, he offered to turn over all his stock in the corporation, architectural plans and his option to lease the property, insisting that his project had not been intended solely to make money. His \$50,000 investment would be lost.⁵⁶ Melville Osborne, the new Officer in Charge of Mexican Affairs at the State Department, thanked him, but respectfully declined the offer.⁵⁷

Parkinson's Life After Skyride

After the failure of the skyride, Parkinson plunged his fortune into a new project, Movieland Wax Museum. Located in Buena Park, California, and inspired by Madame Tussaud's Wax Museum in London, Movieland opened in May 1962 to much fanfare with searchlights and film stars in stretch limousines. During its peak years, the museum drew in as many as 1.2 million visitors annually.⁵⁸ Soon thereafter, Parkinson also built a Japanese Village and Deer Park as well as a Palace of Living Art.⁵⁹ In 1970 he sold them all to Six Flags for \$10 million.⁶⁰

In 1988, Parkinson planned to open a new wax attraction, The War & Peace Wax Museum, that would include a miniature Nazi concentration camp, complete with moan-filled sound tracks. He intended to add scenes from the Mexican

Revolution and the life of Christ.⁶¹ Parkinson scrapped his plan after local Jewish leaders protested, saying that his intention had been to provide awareness to the American community, not offend anyone.⁶²

Two years later, he tried to erect The Life of Christ Historical Wax Museum in an industrial building near Disneyland. This museum would be replete with 350 wax figures and special effects such as water changing into wine and Jesus walking on water. A separate gallery would feature Latino history. Parkinson, however, failed to raise the necessary \$6 million.⁶³

Towards the end of his life, he bought a 40,000-acre ranch in Scottsdale, Arizona where he raised horses and bred cattle. After about eight years, he lost everything during the stock market downturn and declared bankruptcy.⁶⁴ Parkinson died in 2002 at the age of 83. His obituary said that he was living in Warwick, Rhode Island, at the time.⁶⁵

Parkinson's dream of an International Skyway failed to account for the increased popularity of automobiles. It took many years for residents of San Ysidro to understand what freeways, including the I-805, would do to their border community.⁶⁶ Hundreds of residents and businesses were displaced and the community fragmented. Instead of a Disneyland-like skyride, the San Ysidro Port of Entry became the busiest border crossing in the world, with approximately 50 million vehicles passing through every year by the 1980s.

NOTES

1. Thanks goes to longtime San Ysidro resident Michael Freedman for showing me the newspaper article about the International Skyride that led to this article. Steven Schoenherr, Professor Emeritus, USD, then brought to my attention the International Skyride Box in the SDSU Special Collections Archives. Robert Ray, head of the SDSU Special Collections Archives, provided permission and help for me to research the archives.
2. H.W. Magee, "The Bridges of the Future," *Popular Mechanics* 59, no. 5 (May 1933), 667.
3. Bruce Gordon and David Mumford, *Disneyland: The Nickel Tour* (Santa Clara, CA: Camphor Tree Publishers, 2000), 98.
4. Allen Parkinson to Ralph Kelly, Commissioner of Customs, Treasury Department, May 25, 1959, Box 57a, Robert Carlton (Bob) Wilson Papers, 1953-1980, Special Collections & University Archives, San Diego State University (hereafter cited as BWP).
5. Dennis McLellan, "Allen Parkinson, 83; Sleep-Eze Mogul Built Movieiland Wax Museum," *The Los Angeles Times*, September 22, 2002, B18.
6. "Allen Parkinson, 83, Developer of Sleep-Eze and Wax Movieiland," *The New York Times*, October 2, 2002, A25.
7. Parkinson to Alan F. Neidle, August 10, 1959, BWP.
8. Parkinson to Kelly, May 25, 1959, BWP.
9. Parkinson to Leon W. Parma, December 13, 1959, BWP.

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10. Jack Lesage and Pierre Ratinaud, *La saga des remontées mécaniques* (Grenoble: Publialp, 1993), 32.
11. Parkinson to William A. Wieland, May 25, 1959, BWP.
12. Parkinson to Kelly, May 25, 1959, BWP.
13. Parkinson to Wilber M. Brucker, 28 July 1959, BWP.
14. At the beginning of Parkinson's correspondence, he incorrectly wrote Leon *Pamar*, but later changed the name to the correct Leon *Parma*.
15. Parkinson to Parma, May 25, 1959, BWP.
16. Charles W. Hughes, "Border Field and Its Environs in the 20th Century," *Report for the California Department of Parks and Recreation, San Diego Coast District*, January 2009, 24-5. In 1929, the boundary monument at the Pacific Ocean became inaccessible to the public after the US Navy began leasing land at the furthest edge of the U.S.-Mexico line. Charles Hughes, "Monument Road & Horse Trail In Border Field State Park History," *Report for the California Department of Parks and Recreation, San Diego Coast District*, January 2009, 8.
17. Charles W. Hughes, "An Historical Overview: Border Field and Its Environs 1769-1890," *Report for the California Department of Parks and Recreation, San Diego Coast District*, January 2009, 31.
18. Hughes, "An Historical Overview," 42-3.
19. Lawrence D. Taylor, "The Wild Frontier Moves South: U.S. Entrepreneurs and the Growth of Tijuana's Vice Industry, 1908-1935," *The Journal of San Diego History* 48, no. 3, (Summer 2002), 204-223.
20. J.C. Safley, "Traffic Congestion Will Be Relieved," *San Diego Union*, March 19, 1951, 3.
21. Jaime Mercado, interviewed by author, October 26, 2014. Edited for style and clarification by author.
22. "Heavy Flow Of Marijuana To U.S. Cited," *The San Diego Union*, October 5, 1954, 1.
23. "Border Fence Holes Plugged To Bar Rabies," *The San Diego Union*, July 30, 1963, 14.
24. Parkinson to Wieland, May 25, 1959, BWP.
25. Parkinson to Wilson, October 26, 1960, BWP.
26. Parkinson to Kelly, May 25, 1959; Parkinson to David B. Strubinger, May 25, 1959; Parkinson to Lt. Gen. J.M. Swing, May 25, 1959; Parkinson to E.A. Loughran, May 25, 1959; Parkinson to Andrew P. Sackett, May 25, 1959; Parkinson to Wieland, May 25, 1959, BWP.
27. Wilson to Kelly, June 9, 1959; Wilson to Swing, June 9, 1959; Wilson to Sackett, June 9, 1959; Wilson to Wieland, June 9, 1959, BWP.
28. Parkinson to Parma, undated postcard from Environs de Chamonix; Parkinson to Wilson, undated postcard from St. Moritz, BWP.
29. Parkinson to Swing, August 18, 1959, BWP.
30. Parkinson to Wilson, June 22, 1959; Wilson to Parkinson, July 1, 1959, BWP.
31. Wilson to Parkinson, July 1, 1959, BWP.
32. Wieland to Parkinson, date unknown, copy received by Wilson's office July 24, 1959, BWP.
33. Parkinson to Parma, July 29, 1959, BWP.
34. Ibid.
35. Bryant to Wilson, date unknown, received by Wilson on September 22, 1959; Sackett to Parkinson, June 2, 1959, BWP.
36. Parkinson to Hewitt, June 5, 1959, BWP.
37. Strubinger to Parkinson, date unknown, received by Wilson on July 22, 1959, BWP.
38. Ibid.

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39. Parkinson to Hewitt, September 25, 1959, BWP.
40. Parkinson to Parma, July 29, 1959, BWP.
41. Parkinson to Parma, October 26, 1959, BWP.
42. Parkinson to Wieland, January 13, 1960, BWP.
43. W.G. Wilson (of the Bill Wilson Co.) to Congressman Wilson, February 8, 1960, BWP.
44. Parkinson to Neidle, August 10, 1959, BWP.
45. Wilson to Parkinson, May 5, 1960, BWP.
46. Parkinson to Parma, June 7, 1960, BWP.
47. "Highway Interferes: Tijuana Sky Ride Plan Hits Snag," *The San Diego Union*, September 28, 1960, 11. On February 9, 1960, the Governor's office in Sacramento said that a letter was sent to Mr. Wieland of the State Department advising that in their opinion there was no California State department that could assume jurisdiction over the ride. Parkinson to Parma, February 9, 1960, BWP.
48. Parkinson to Parma, October 26, 1960, BWP.
49. "Senate Bill 480: The California Freeway Program," *California State Archives*, June 16, 1959.
50. *Statutes of California, 1959 Regular Session*, Chapter 2157, Section 1. 104.6: 5213.
51. Jacob Dekema, George Gray, and Nancy Oram, *Recollections of Jake Dekema: Oral History Interview, July 9, 2001* (Sacramento, CA: California Department of Transportation, 2003), 1-2.
52. *Ibid.*, 11.
53. "Three County Freeways Likely By 1972," *The San Diego Union*, March 24, 1963.
54. Parma to Parkinson, November 22, 1960, BWP.
55. Parkinson to Osborne, November 12, 1960, BWP.
56. *Ibid.*
57. Osborne to Parkinson, December 5, 1960, BWP.
58. Herman Wong, "Firm Figures Movieland IS Ready For A Comeback," *The Los Angeles Times*, September 4, 1985, 1.
59. McLellan, "Allen Parkinson, 83."
60. "Allen Parkinson, 83, Developer of Sleep-Eze and Wax Movieland," *The New York Times*, October 2, 2002, A25.
61. Allan Jalon, "ART: The Holocaust in Wax: Turning Horror To Profit," *The Los Angeles Times*, February 1, 1988, 9.
62. Allan Jalon, "Entrepreneur Drops Concentration Camp From Wax Museum," *The Los Angeles Times*, March 21, 1988, 9.
63. Chris Woodyard, "Wax Wonder: Plan Ready for Life of Christ Museum," *The Los Angeles Times*, April 24, 1990, 1.
64. McLellan, "Allen Parkinson, 83."
65. "Allen Parkinson, 83, Developer of Sleep-Eze and Wax Movieland," *The New York Times*, October 2, 2002, A25.
66. In 1976 the San Ysidro Chamber of Commerce at least tried to have the I-805 freeway named "San Ysidro Freeway," but this request failed. The state legislature approved the name "Jacob Dekema Freeway" instead. Cecil Scaglione, "Border Community Wants I-805 Named San Ysidro," *The San Diego Union*, July 16, 1976, 82; "Father of S.D. Freeways Now Has One Of His Own," *The San Diego Union*, February 20, 1982, 25.