



Mar-Apr '83

# REPORT

No. 185

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

## \$10,000.00 GRANT FOR PSRMA !

The largest grant ever awarded by the San Diego Community Foundation came to PSRMA last month with the stipulation that it be used all on a single project. An overjoyed Board of Directors gratefully accepted the cash grant that came from the Fred Woods Trust, administered by the community foundation. A special board meeting was held to select a project that could be entirely financed by the \$10,000.00 gift.

Funding the move of equipment to Campo, our most pressing need and the source of our current debt, did not qualify for use of these funds. Track work, our other urgent need, also did not meet the foundation's criteria. Restoration projects were considered and various locomotives and cars from the museum collection were proposed as candidates. The fact that a major locomotive or car restoration usually takes about four or five years to complete at costs substantially exceeding the grant amount caused this category to also be rejected.

Material costs and volunteer labor analysis finally identified the Campo car shop renovation, a project already well underway, as the best place for the grant money. The grant should cover a new roof for our shop building and prefinished metal siding for the entire structure, assuming all volunteer labor as usual. The metal siding has already been selected and applied to the doors at tracks 1, 2, and 3, and much of the planning to resheet the rest of the building has been done.

The car shop is currently our only structure at Campo and is vital to a successful restoration program. With our 1890 wooden cars already inside and our other most weather sensitive equipment earmarked for storage there, the maintenance of this building is extremely important. The decision to use the grant to complete the exterior remodel was unanimous.

The community foundation money is the fourth largest cash grant received by the museum, exceeded only by grants from the Sefton Foundation, the La Mesa Depot block grant and John Baldwin's gift from the Helen Baldwin Trust. The museum is happy to add the San Diego Community Foundation's name to this illustrious list of supporters.

Special thanks are due to H. Chalmers "Chop" Kerr, PSRMA's Chairman of the Board, for making the initial proposal to the San Diego Community Foundation, one of hundreds of such solicitations he has made over the years in behalf of PSRMA.

### 104 & 050 ROLL TO SAN DIEGO

It takes Amtrak 30 minutes to make it from Del Mar to San Diego. It took four weeks to move S.D. & A.E. engine #104 and private car #050 the same distance over the same rails. The details of PSRMA's most ambitious equipment move are featured in this issue of REPORT.

### NEW PHONE FOR EXCURSION INFORMATION

PSRMA has a new excursion information hot line: 588-8444. It's still at Ann McVeagh's house but can be transferred to other staffers when she is out of town escorting trips.

# 104 & 050 BACK ON S D & A E RAILS

S.D. & A.E. steamer #104 and private car #050 rolled into San Diego a few weeks ago to the accompaniment of heavy TV coverage. They had been side tracked in Sorrento Valley when #104 developed a hot bearing on the pony truck. The problem was caused by rust spots on the axle that had rolled to the top during transport from the Del Mar Fairgrounds and escaped detection by our mechanical troops.

When #104 and #050 were moved from the Solana Beach Lumber Company, collecting their first milage in twenty eight years, the rust spots ground themselves smooth at the expense of the bearings, the hotbox being detected in Sorrento Valley where the duo was set out. Jim Hamill and Ron Hyatt removed the scored brasses and then came rescue from a surprise source. The San Diego Gas and Electric Company machine shop volunteered a pair of new bearings which were delivered two weeks later and installed by Hamill and associates.

Our two treasured relics were then hauled into San Diego by the Santa Fe without further incident. Once there, they were transferred to the S.D. & A.E. and placed back on their home rails at last! The 1904 engine and business car were then moved to the front of our downtown freight car string to wait for the move to Campo.

Recovering from the debt incurred in this move is our main financial headache these days. We are still more than \$5,000.00 short of recovering the cost of San Diego's most spectacular railroad rescue but the generosity of the people listed below are helping PSRMA erase this burden. A growing membership, now pushing at the 1,250 mark, combined with the donations of these folks has reduced the fair share of all members who haven't yet participated in this project to about \$4.75 each.

If you can help financially with the move of San Diego's most important railroad artifacts, send what you can to: #104 & #050 Fund, PSRMA, La Mesa Depot, 4695 Railroad Ave., La Mesa, CA 92041. #104 and #050 are halfway home---so get your name on this list of folks who keep on pushing!

Judge & Mrs. Leland C. Neilsen  
Everett & Jean Shogren  
Bob & Treva Gordon  
Dr. Helen Paulus  
Dr. Paul E. Bush  
J. R. & Margo Siegel

Nolan Clark  
Donald Murray  
Gary & Lois Reed  
Mary Sanders  
Russell C. Joslin  
Tom & Dolly Dush

Ken Reiter  
Thomas & Marjorie Brady  
Rexford Clift  
Rae Gay  
Clarence H. Sherman  
Richard & Roberta Drover



Scott Thompson snapped this photo of #104 and #050 last month rolling by the depot in San Diego, a place they used to frequent regularly forty years ago.

# Industrial Archeology

( Restoration News )

by Norm Hill

## ATSF 1413

Some of the many small details that are now being installed in our wooden "shack" were shown in an old interior photograph of an identical caboose that Norm Hill was able to get from the California State Railroad Museum at Sacramento. This photo is on display in our caboose and shows a freight conductor working at his desk about 1940. The photo shows kerosene lamps on the walls and standard railroad forms in their racks on the conductor's desk.

All of this is now installed in #1413 in great detail thanks to Lev and Ian McIntosh who donated the correct lamp and Dick McIntyre who built a replica of the lampshade shown in the old photo. Doug Kerr built the slotted form rack using the photo as a guide. It was painted and installed by Excursion Director and Museum Secretary Ann McVeagh.

One of the upper bunks has been made up with fresh sheets and a blanket donated by Margaret Barksdale to add a very inviting touch to our traditional trainman's office and home away from home. The heat shield behind the pot belly stove has also been installed, along with the cupola seat handrails by Dick McIntyre. Dick fabricated the handrails following plans drawn by Larry Rose. MISSION SHEET METAL of Santa Ana donated materials and fabrication of the heatshield.

Only a few details are left to top off this project. High on the list is the proper galvanized metal icebox.

## Mojave Northern No. 3

This engine's running gear has been completely scraped down and painted in the last two months and the last of the cab paneling has been installed. The old splintered running boards have been removed. New 2 x 10 replacement boards have been donated by TRI-STAR FRAMING, one of the subcontractors at Norm Hill's construction project in Irvine.

The knuckle busting chipping and wire brush work is being done by Norm Hill, Tom Travis, Steve Norris, Ted Kornweibel, George Medlin, Bill Barbour, Cliff Pennick and new member Scott Johnston. In one month Scott worked on #3, did some carpentry at Campo and served on the excursion staff for the Puerto Peñasco trip. Not too bad for a newcomer!

## Fruit Growers Express 56415

At last, some long overdue work is being done on our wooden refrigerator car. The ice hatches have been rebuilt and covered with galvanized sheet metal by Tom Tucker of MISSION SHEET METAL, another of Norm Hill's subcontractors. The hatches were installed by Dick McIntyre. The average person will never see Dick's expert installation, but we must never forget that to insure the survival of antique railway equipment, all restoration starts with the roof.

## GATX 65648

This nicely painted tank car has long been flawed with a bent pipe rail on one end. Dick McIntyre found time to replace the railing, furnishing all parts and labor at no cost to the museum, as usual. PSRMA's Railfan Of The Year for 1982 is making a big run at retaining the title for 1983!

## Mechanical Department

The PSRMA mechanical foot troops have been busy getting our equipment ready for the move to Campo. John Ashman, back in San Diego after three years in Germany, picked up where he left off and has been helping Ken Helm, Ron Hyatt and Shawn Eriksen repack journals and service air brakes on all equipment. John disconnected the drive on our self propelled 40 ton railroad crane assisted by David DiGiorgio and got the brakes working on caboose #1413 in La Mesa.

Our 45 ton diesel switcher #7485 has been serviced by Mike Reading and Henry Lines, who installed a new set of batteries and changed the oil in both engines. #7485 has been stored in the trolley yard downtown after completing its stint as yard goat in the launching of San Diego's rail transit system. Mike also mounted the original couplers after removing the special trolley couplers that had been fitted to the locomotive so it could haul around the light rail vehicles before the completion of the overhead trolley wire.

# 1509 Rolls Again

Our 1926 Pullman built cafe-observation car was back on the high iron last month for the first time in over two years. A sold out PSRMA trip was the highlight of a week of charter excursions on the West's most famous railfan car. Hundreds of people got to ride and chase the big green heavyweight along the nation's second heaviest travelled rail route between San Diego and Los Angeles. #1509 is the best goodwill ambassador we have when its rolling at 90 m.p.h. on its native Santa Fe rails and last month it did the museum proud with a first class P.R. trip tacked on the end of Amtrak's "San Diegans".

It took a super effort by the museum foot troops to let #1509 roll on schedule. A week before the trip an Amtrak inspector detected 1/32 of an inch wear on several spring hangers and had ordered the car for truck repairs. Dick McIntyre deserves all of the credit for getting #1509 fixed in time for reinspection and a green light from Amtrak just two days before the trip.

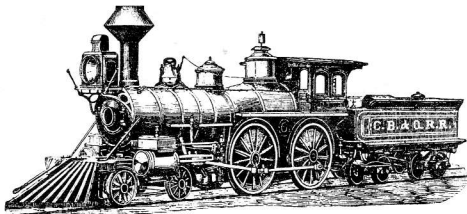
Dick and Jim Hamill worked until 3:00 a.m. one night compressing leaf springs and replacing the hanger bars. Assisting 'til after midnight under the car in La Mesa were Harry Doering, Scott Thompson, Shawn Eriksen, Ken Helm, Jim Lundquist and Mari Porter. Dick's homemade spring compressor and the sweat of these troops saved the day for PSRMA.

Jim Lundquist made all the railroad arrangements and set up the trip logistics. Ann McVeagh, Shirley Simpson and Corrine Gallagher handled the galley stock. Doug Kerr, Shawn Eriksen, and Ron Hyatt worked in the kitchen. Vince Jang came down from the Bay Area to serve in his favorite role as bartender. Can anyone remember a PSRMA private car trip where Vince was not the bartender!?

#1509 was in excursion duty constantly in the week following the members trip, earning revenue for the museum. During midweek it was returned to San Diego in a Santa Fe freight after winding up a special run in Los Angeles. The car arrived with two windows broken by vandals and was scheduled to go out a day later with a charter group. Dick McIntyre and Jim Hamill saved the day again replacing the glass with only hours to spare before #1509 was on its way with another load of excursionist.

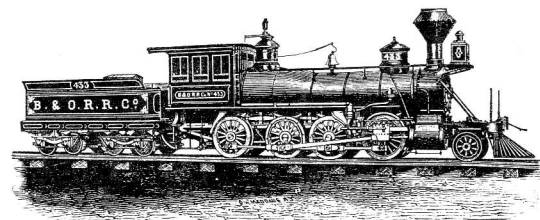
The classic Santa Fe car is back on our spur in La Mesa in good shape after logging over 1,000 miles in the public eye while showing our members and friends a fun time. A lot of PSRMA mechanical department people and excursions committee regulars had a hand in this rolling good time, but none more than Dick McIntyre, the museum's "Mr. Fix-it". If you haven't thanked him personally, send fanmail for Dick in care of the museum. What an effort! PSRMA never looked so good!

## Manchester Locomotive Works.



Manufacturers of all descriptions of **LOCOMOTIVES** and the "AMOSKEAG STEAM FIRE ENGINES." They also furnish **BOILERS, TANKS, IRON and BRASS CASTINGS**, and any and all parts of their **LOCOMOTIVES and STEAM FIRE ENGINES** in duplicate, upon receipt of order.

All orders for work should be addressed to  
**WM. G. MEANS, Treas.,** **A. BLOOD, Sup't,**  
40 Water St., Boston, Mass. Manchester, N. H.

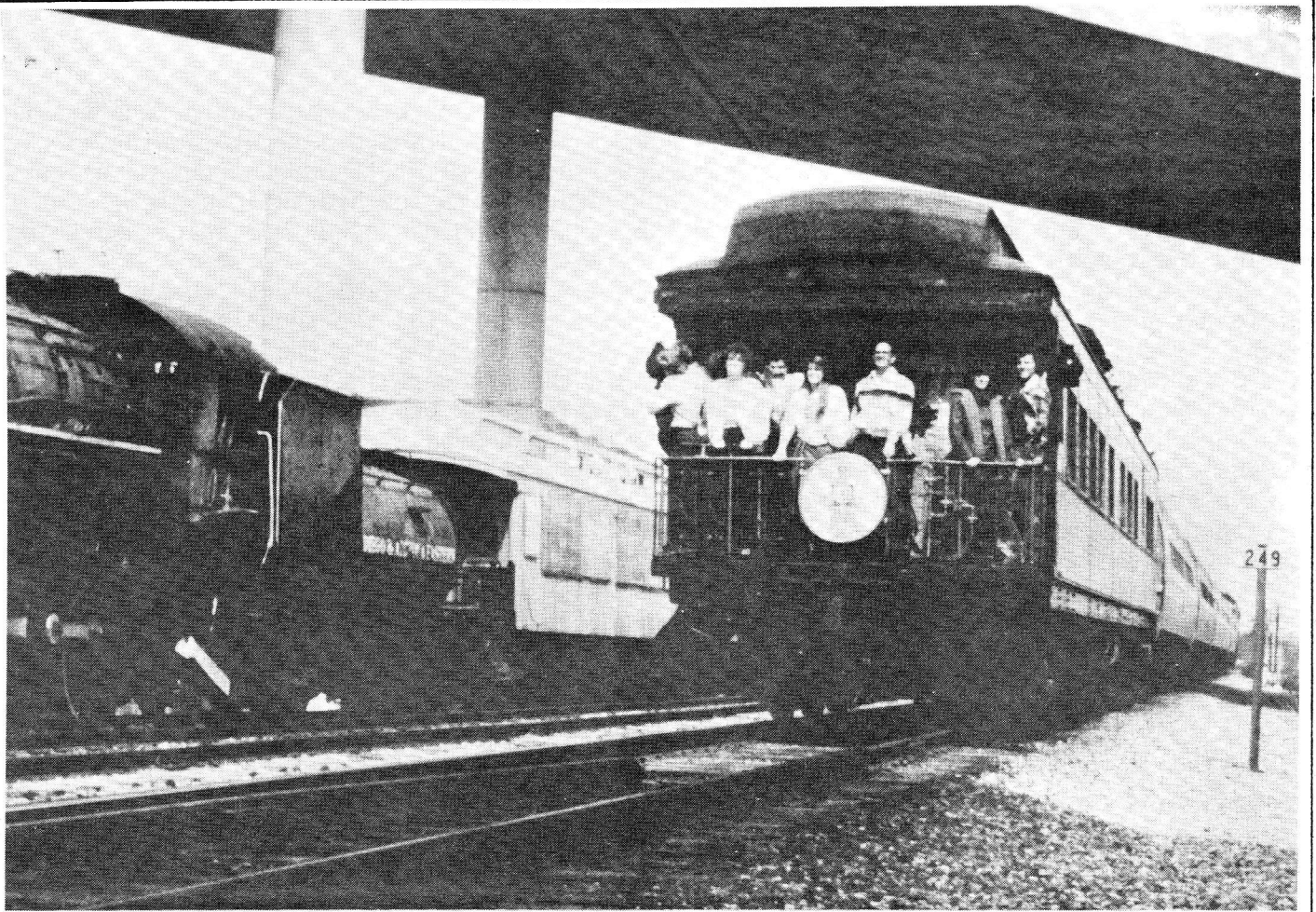


## THE DANFORTH Locomotive and Machine Co., PATERNON, N. J.

**JOHN COOKE, President.** **WM. BERDAN, Treasurer.**  
**J. T. BLAUVELT, Vice-President.** **JAS. COOKE, Superintendent.**  
New York Office, 115 BROADWAY, Room 79.  
H. A. ALLEN, Agent.

Locomotive advertising used to have real class in the 1880's. These ads from an old railroad gazette are typical of railroad equipment advertisements appearing in various railroad industry publications of that time. Jim Hamill had these and others photo copied for use in REPORT. Look for them in an odd corner here and there in future issues.

Answer to quiz in last REPORT: Custom license plate PSRMA is on the general manager's truck. Jim Hamill's truck wears PSRMA 1.



#1509 blasts by #104 and #050 in Sorrento Valley under the Highway 5 overpass in early April. Amtrak's "San Diegans" hit 90 m.p.h. in this stretch.



A southbound "San Diegan" blows by #104 in Solana Beach while PSRMA foot troops work under the old steamer getting it ready to roll to San Diego. (L. Rose photos)

# PSRM CAMPO

Ballasting and tamping of our first 1,000 feet of track consumed much of the sweat at Campo for this reporting period. Wally Barber sent up his spare track tamping machine which needed just a little repair work and adjusting to put it to work on our mainline. Dick McIntyre welded up new tamper blades and tinkered with the hydraulic system. Ken Helm, Ron Hyatt and Jim Lundquist replaced the battery and did other mechanical work that enabled the tamper to be quickly placed in service.

The tamping and leveling followed along after the ballast was placed thanks to Wally's skiploader and a small group of museum foot troops who handled the shovels and rakes. Shawn Eriksen, Ron Hyatt, Roy Pickering, Larry Rose, Ken Helm, Jim Lundquist, Ron Kinum, Dave Stratton, Stan Bartlett and Hal Johnson did the handwork including some wheelbarrow pushing when the loader was undergoing one of its frequent breakdowns.

Norm Hill and Bill Barbour cleaned up the tool and supply room and organized our growing cache of building materials on the south side of the car shop. Norm and Bill removed all supplies from the machine shop area so Bob Haney and Jim Hamill would have room to expand. Bob has the pipe threading machine cleaned up and operating and Jim says the power hack saw is only a few small parts away from being added to the "on line" list.

The machine shop is now being used by museum foot troops for restoration and repair projects. Dick McIntyre has our mid-sized metal lathe going and turned a new pin for our loader bucket pivot to keep this hard working machine going for the extensive ballasting work underway. The machine shop group is small but have been making great progress reconditioning our government surplus shop tools.

More drainage work was done by Larry Rose and Harry Doering, who are shown here dropping in a section of 12" concrete pipe with the aid of the Museum forklift. The pipe sections were donated by Wally Barber. The backhoe shown was donated for the day by WOODRUFF'S TRENCHING, INC. of Santee, California, and saved the backs of the crew who had dug the first phase of the drain trenching by hand.

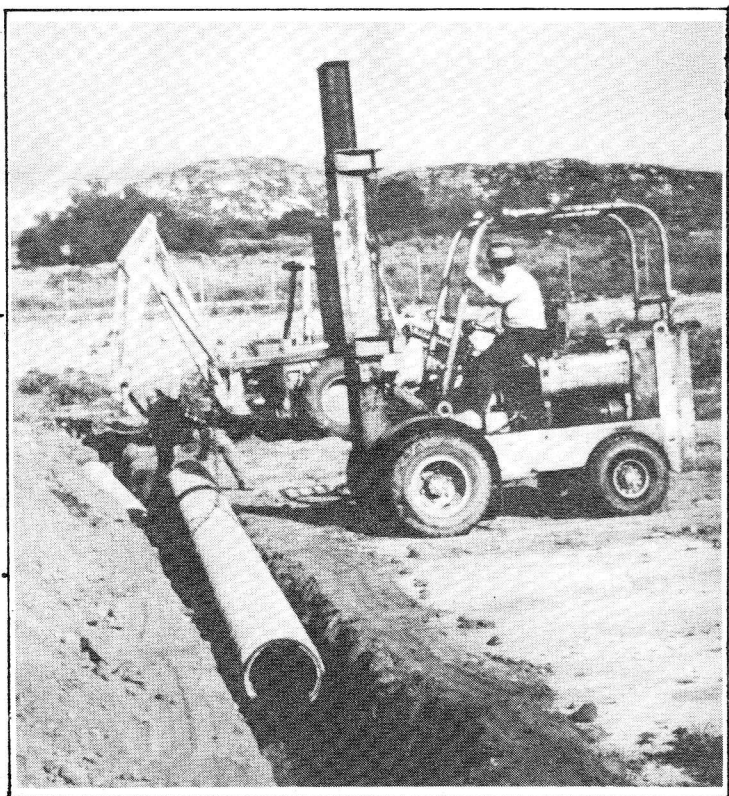
We now have a live-in caretaker at Campo. Member Dave Stratton is keeping an eye on things during the week and has been helping with plumbing, electrical and dry-wall work. Dave hooked up a double sink in the kitchen and has started work on the kitchen cabinets. The framing of the kitchen was completed last month by Larry Rose.

Paul Bortell, Dick Ruppert and Jim Hamill have finished the framing for our crew lounge and lunch room. Paul is working on repairs to the exterior windows in this area and two large windows will allow an interior view of the shop. Harry Doering and son were the carpenters of the upstairs shop office and drafting room. The lower floor had been framed in by Scott Johnston, Scott Thompson and Larry Rose.

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Support for the Campo crew has been super with many members sending up lunch dishes for the workers. Glenda Jo Pressnall, Jan Covington, Bob and Linda DiGiorgio, Ron Kinum, Henrietta Kesckes, Margaret Barksdale and Tanya Rose have all backed up the chow line the last two months.

If you can help with direct involvement in our Campo facility, please do it now. The work load on the regulars is staggering. There are many things that must be done even though not glamorous. It is not uncommon to find the museum president, vice president,



treasurer and other top officers hoeing weeds, hauling trash to the dump, washing dishes, and sweeping floors. These mundane things must be done regularly even if it means pulling our best talent off of construction jobs to get things cleaned up. There are no unimportant jobs in PSRMA, no clique, no elite unwilling to slug it out in the trenches, just a bunch of dedicated people trying to build a railroad museum the best way they know how doing whatever is required.

If you can come to Campo just once a month or only once a year the trip will not be wasted. A willing pair of hands is the commodity in the shortest supply. Transportation from La Mesa Depot to Campo is always available; just call the general manager at 469-3064 on Friday evening if you want to car pool. All PSRMA activities lead to Campo in the final analysis and all members are encouraged to take a turn on the museum "front line". The work is hard and often mundane, but the results so far are spectacular---see you there!

## RAILROADING ON THE EMBARCADERO

by Bob DiGiorgio

SUMMER'S COMING---HELP! By the time you read this, we will be into our busiest season. We'll have our biggest opportunity to raise money for PSRMA's many worthwhile projects and inform the public about PSRMA and railroading. However, it takes a lot of volunteers to keep the exhibit running smoothly. We'll need extra staffers, especially in the gift shop, to handle the summer business. We will also need extra hosts in both parts of the exhibit to cover for vacationing regulars. Call Linda at 283-3066 to volunteer or get information.

We're also looking for someone to fill two new positions. One: HANDYMAN (maintenance engineer, if you prefer,) someone who knows how to do general minor repairs and is willing to work on the various things that keep needing fixing. We'll train you about the special characteristics of railroad equipment, if necessary. Two: HOUSEKEEPER. Help is available for the heavy cleaning, but we need someone to supervise the housecleaning and take care of the detail work necessary to keep the exhibit attractive. Both of these jobs allow you to work pretty much at your own convenience. Call Linda at 283-3066.

WELCOME ABOARD to our new bookkeeper Joan Bush! Joan, who runs BUSH BUSINESS SERVICES in La Jolla, is putting the books into her computer. She is taking over from Joe Reuter, who accepted the job when we hardly had any gift shop at all, then saw the shop and bookkeeping mushroom. Thanks, Joe, for doing a good job for so long!

And thanks to our faithful staffers for March and April:

John Juliussen	Stan Brown (6)	Helen Hutchison (2)	Frank Kearney (2)
Bud Cox	Glenda Jo Pressnall	Barbara Simpson (4)	Rae Gay (2)
Gene Wegener	Charlie Wade (6)	Dan Botkin (2)	Hal Johnson
Wynima Johnson	Alden Morse	Curtis Croulet	Manny Lopez (6)
Herb Kehr (2 times)	Kay Montgomery (2)	Dee Duncan (2)	Trig Stanley
Bill Evans(3)	Dick Ruppert	Margaret Barksdale	Duane Dubke
Dorcas Utter	Cathy Jackson	Jack Ebey	Max Miller
Bob DiGiorgio (5)	Linda DiGiorgio (12)	Al Ellis (2)	Bill Schneider
Jim Rocks	Roy Pickering (3)	George Parish	Doris Dean (2)
Adele McIntyre	Palmer Furse	David DiGiorgio (2)	Debbie DiGiorgio (2)
LaVreen Hepburn	Pat Rau	Belden Rau	Cecil Badman
Dorothy Lee Taylor (2)	Verna Eastman	Dave Slater	Nick Kimler (2)
Lillian Kimler (2)	Virginia Czajkowski	James Schmidt	Bob Hull
Don Pope	Al Vartanian	Evelyn Lantz	Terry Danielson

## MEMBERS WELCOME AT PSRMA BOARD MEETINGS

The PSRMA Board of Directors meets on the third Tuesday of each month at 7:30 p.m. in the La Mesa Chamber of Commerce Meeting Room at 8155 University Avenue, just two blocks north of our depot.

# Excursion News

Have you been watching "Great Railway Journeys Of The World" on public television? The series, sponsored by Dr. Dan Marnell for PSRMA, has been running on Channel 15 locally on Friday nights at 9:00 and the first five episodes have been outstanding.

The program on South American railroads closely paralleled the route of PSRMA's first South American tour two years ago, including footage of the same steam locomotives and cars enjoyed by our travel group. This tour has been scheduled again this October and has been our most requested excursion. Thanks to Dr. Dan's T.V. series, we have all had an excellent preview of the last holdout of steam engines in the Western hemisphere.

There is a new excursion information phone at Ann McVeagh's home. 588-8444 will get you all the latest information. When Ann is out of town with a charter the number is transferred to the home of another excursion committee staffer.

Here is the excursion calendar through the end of the year. Some dates are not firm as the arrangements are still on-going, so call Ann for the latest news or write her at 1691 Lisbon Lane, El Cajon, CA 92020.

- June 11.....Barbeque and bluegrass music at Campo sponsored by the Excursion Committee
- July.....Harbor Cruise and dinner in San Juan Capistrano via Amtrak--call Ann for update.
- August 5-27.....England, Scotland and the Orient Express!
- August 17.....Alaska (postponed)
- September 17....Santa Barbara
- October 2.....Oktoberfest Express in La Mesa
- October.....Guadalajara and South America (itinerary still being worked out.)
- November 5.....Puerto Peñasco (one day trip)
- November 12-20..Copper Canyon Spectacular!

## SAN DIEGO STREETCAR BODIES TO BE SAVED

Several months ago, two old trolley bodies were offered to PSRMA that had been used as an apartment for sixty years on Oregon Street in San Diego. The museum general manager inspected them and gave a report to the Board of Directors.

The two car bodies were home built by the San Diego Electric Railway in 1910 and were in excellent physical condition, still retaining much of their original woodwork. The cars had a separate roof built over them with an overhang all around to protect them from the elements. The interiors had been modified with a kitchen and bathroom, but the central area still had the original car numbers in gold leaf perfectly preserved.

Cars #88 and #93 were in the best shape overall than any other old streetcar bodies that have come to light in the last few decades. However, they had arrived on the museum's doorstep at a most inopportune time. With the limited PSRMA labor pool loaded to the maximum with major projects, it was decided not to pursue the donation, but to encourage other individuals and organizations to take on the project of saving them.

Members Rurik Kallis and Dick Pennick then got interested along with the San Diego Historical Society. They, in turn, got the San Diego Gaslamp Quarter Foundation involved. A donor then came forward to finance moving the cars to a warehouse provided by a SDHS director where restoration work could take place.

It is hoped that the cars can eventually be restored to operating condition and then be turned over to the Gaslamp Quarter Council for use in the turn of the century redevelopment zone in downtown San Diego.

The project got some good TV coverage featuring an interview with Dick Pennick, who managed to get in a plug for PSRMA. Dick and Rurik were physically involved in removing the shed roof over the cars and are sure to be involved in the move and restoration. Both men deserve great applause for leading the effort to save these two antiques from the wrecker's ball.



KEN REITER	MILDRED RICHARDS	EDWARD BRECK	EVERETT SHOGREN
KEN REITER	EDWARD BRECK	EDWARD BRECK	GEORGE BABILOT
MILDRED RICHARDS	EDWARD BRECK	EDWARD BRECK	DR RALPH RANDALL
MILDRED RICHARDS	EDWARD BRECK	EDWARD BRECK	DR RALPH RANDALL
EDWARD BRECK	EDWARD BRECK	EDWARD BRECK	JOHN E. MAGUIRE
EDWARD BRECK	EDWARD BRECK	EDWARD BRECK	MIKE BUCKLEY
EDWARD BRECK	EDWARD BRECK	EDWARD BRECK	SHAWN ERIKSEN
EDWARD BRECK	EDWARD BRECK	EDWARD BRECK	AL ELLIS
EDWARD BRECK	EDWARD BRECK	EDWARD BRECK	AL ELLIS
EDWARD BRECK	EDWARD BRECK	EDWARD BRECK	AL ELLIS
EDWARD BRECK	EDWARD BRECK	EDWARD BRECK	DR PAUL BUSH
EDWARD BRECK	EDWARD BRECK	EVERETT SHOGREN	LARRY ROSE
EDWARD BRECK	EDWARD BRECK	JEAN SHOGREN	

## Buy-A-Tie Program On Track

The tie situation at our Campo facility is looking good. The Museum is beginning to build up a sizable stock thanks to the donors who appear on the tie chart published regularly in REPORT. The big hitter for this reporting period is Edward Breck, who has funded the support for 58 feet of track at our Campo home!

And all the way from Illinois, Reverend John B. Maguire donated ties in memory of his dad John E. Maguire and his grandfather Mike Buckley. Both were career railroad men. The Buy-A-Tie program is literally providing the foundation that the Museum is being built upon and the participants listed here are making it happen.

If you haven't marked up on the tie chart yet there is still time to "slip in under the Rail". Ties are still \$7.00 each, so send what you can to PSRM Buy-A-Tie Program, 4695 Railroad Ave., La Mesa CA 92041.

## WHAT'S GOING ON IN BALBOA PARK ?

The largest model railroad display in the western United States is now well underway in San Diego's Balboa Park in the basement of the new building next to the Reuben H. Fleet Space Theater. Four different model railroad layouts are being built in a 20,000 square foot area. Two "HO" scale layouts, an "N" scale pike and an "O" scale railroad are under construction as part of the San Diego Model Railroad Museum.

PSRMA, as you might have guessed, has been involved. Many PSRMA members belong to the clubs building the various layouts. The San Diego Model Railroad Club, the county's oldest group organized in 1948, is building a 5,000 square foot pike based on the San Diego & Arizona Eastern Railway and using the actual blueprints of the railroad as a guide. PSRMA General Manager Larry Rose designed the railroad in 1981 and has participated in the construction almost every Friday night ever since. Brenda Bailey, Norm Hill, David Di-Giorgio, Scott Thompson and Jim Hamill are PSRMA regulars who are also heavily involved in the San Diego club. Mike Reading designed the "N" scale pike for the San Diego Society of "N" Scale group and is one of that club's guiding lights. PSRMA Life Member #4, Frank Barajas, is an officer in the "N" scale group.

The railroads are open free to the public on weekends from 11 to 5 and scheduled work nights are Tuesday and Friday evenings.

# Membership News

by Tanya Rose

In the last issue of the newsletter, I wrote that our museum president, Jim Lundquist, became Life Member number nineteen and I wondered who would be next in line to be number twenty on the seniority list. Member Ron Kinum, an S.P. engineer who commutes clear from Rialto to help out at Campo when he can, responded to my challenge and sent me his check, thereby bagging the twentieth spot. Shortly thereafter, Rosalie Ohre renewed and made herself Life Member number twenty one!

It is very gratifying to see the calibre of support shown the museum at this most critical phase in its development. Note that we have added two more corporate/business members, two more sustaining and several supporting members and a very nice extra plus, two more professional railroaders, Santa Fe engineer R. M. Bloomer of Fresno, and Alan C. Gabbatt, senior locomotive inspector for the Zig-Zag Railway of Lithgow, New South Wales, Australia. A sincere thank you to all our new members and especially those of you who have upgraded.

## LIFE MEMBERS

#20. Ronald W. Kinum  
#21. Rosalie Ohre

## CORPORATE/BUSINESS

Homer Delawie Associates, AIA  
W. E. and Betty J. Young, Jr.

## SUSTAINING

Elinor H. Doak  
Ernest & Merrie Major

## SUPPORTING

Ray Cox  
Robert E. Eikel

A. L. Hellman  
Thomas M. Travis

## CONTRIBUTING

A. W. & Florence Briggs  
Gordon R. Bachlund  
Lewis H. & Betty Teeter

Raymond S. Grant  
T. Duff Joseph

## REGULAR

George Babilot	Mike Ciotti	Alan Gabbatt	James M. Irvine
Douglas W. Larson	Marie A. Proulx	Jim Repka	Mrs. G. M. Benton
Nancy L. Burns	Joan Bush	Margaret B. Collins	Scott Johnston
David Lyman	Michael E. Malone	Dick Miller	Walt Richards
Dave Stratton	Wallace A. Schonschack	Joe Albertson	George W. Ashby
R. M. Bloomer	Chris Cooper	Chris Cooper	Emilee Cowin
Jim French	Marie L. Klein	Frank L. Kline	Jack A. McKinnon, Jr.
Beryl K. Meader	Jim Price	Nathan Solomon	Stuart Spencer

## FAMILY

Mary V., Robert & Richard Anderson	Jack, Kathy, Robert & Eric Messersmith
Danny Getz (R. W. Getz addition)	Alvord & Elizabeth Paull
Joseph & Alice Goffeney	Dan W. & Adam Pearson & Kit Goldman
Wendy Dush (Tom Dush addition)	Dale & Karen Prescott
Mr. & Mrs. J. E. Helm	Ferd B. & Joan B. Spieker
Vernon, Ann & Darryl Hover & Kevin Smith	Karl & LaVerne Stephens
Howard & Rose Ingham	Paul & Christine Artac
Filbert, Mary & Filbert Vigil, Jr.	Rex & Evelyn Clift
Vincent J. & Rosella A. Alesi	Arthur & Lucy Coffman
Kenneth Beckman & Bonita R. Holsbo	Terry A. Danielson, Cathy, Tracy & Brian Jackson
Clifford F. & Myra G. Campbell	Gary & Kathryn Hepler
Mr. & Mrs. Leigh Fenly	Mr. and Mrs. John W. Palewicz
Ken & Mina Hostetler	Douglas, Joan & Donald Graham
William N. & Lucille McLean	Heidi Kittel (Bob Kittel addition)



INDIVIDUAL \$15 per year  
SENIOR/STUDENT \$10 per year  
FAMILY \$20 per year  
CONTRIBUTING \$30 per year

SUPPORTING \$50 per year  
SUSTAINING \$100 per year  
CORPORATE/BUSINESS \$100 per year  
LIFE \$500



# Honor Roll

CLARENCE SHERMAN has donated a case of light bulbs for Campo and several antique railroad lanterns. Norm Hill is putting together a lantern display for our La Mesa Depot Museum that will make good use of these.

U. E. COX, recently retired Amtrak conductor, has donated rule books, time tables and paper memorabilia acquired during his long career on the Santa Fe.

DOUG KERR has donated a vacuum cleaner, chairs, pots, pans, dishes, cups and utensils for our Campo kitchen and crew lounge.

LLOYD GRAHAM, of Coquille, Oregon, has started a fund for the restoration of Santa Fe Caboose #2286 after reading of its rescue in the last issue of REPORT. Lloyd is a former conductor on the Coos Bay Lumber Co. Railroad and once fired and operated our ex-Coos Bay 2-8-2T number 11.

SAN DIEGO GAS & ELECTRIC CO. donated the casting and machining of two new bearing brasses for the pony truck of engine #104.

JIM HAMILL for taking care of a lot of little nuisance jobs at the request of the general manager.

BRAD BAUMAN of Ocean Park, Washington, has sent us down a pile of pipe fittings, kitchen utensils and canned food for Campo.

JOHN BAXTER has the museum mailing list and membership roster on his computer. He does all the mailing labels for REPORT in zip code order, saving Larry and Tanya and the REPORT crew many hours of handwork.

RON KINUM, a hogger for the Southern Pacific, has donated a generous amount of canned goods and other foodstuffs to feed the restoration foot troops at Campo.

BOB & EILEEN PEDDICORD, of Lakeside, California, donated a set of four menus from the diner on Santa Fe's "Chief", circa 1962, now on display in the La Mesa Depot Museum.

MR. & MRS. CHRIS GERGENI, of Odin, Illinois, have given us four red grade crossing lights with brackets, a journal box lid hook, and a wooden Pullman coat hanger.

BOB RAMBEAU has donated a set of three trolley control handles.

RON PEARSON OF PEARSON'S STANDARD MARINE SERVICE STATION donated a set of four block lights, five Raco switch locks and a bunch of spikes, all from the B. & O. Railroad.

WOODRUFF'S TRENCHING, INC. of Santee, California, donated the use of a large capacity backhoe and operator for a day of ditch digging at our Campo museum.

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## A PSALM OF STEAM

The steam locomotive is my treasure; I shall not want diesels. It maketh me to lie down in green pastures with my camera, it leadeth me beside the still waters. It restoreth my soul; it leadeth me along the dirt roads to the scrap yards, wretched food and poverty roads for its preservation's sake. Yea, though I walk through the terminal of the shadow of the diesel, I will fear no secret police for my photo permit is with me; thy side rods and thy stack-talk they comfort me. Thou preparest a turntable before me in the presence of the diesel salesman: thou anointest my head with cinders; my tender runneth over. Surely low, three quarter sunlight and thick smoke will follow me all the days of my life: and I will dwell in the roundhouse of the Lord forever. Amen.

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### REPORT

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# La Mesa Depot Staffers

The La Mesa Depot Museum isn't just a hang out on weekends from 1 to 4. During the month of March we had many education groups on the weekdays, including Mike Retz's Girl Scout troop, Gray Rabbit Pre-School, San Diego Community North Pre-School, and in April we hosted two groups from the La Mesa Recreation Center, a Brownie group, Lemon Grove's Golden Avenue School kindergarten class and seventh graders from Saint Martin's.

Special thanks should go to Margaret Barksdale, who has spent many, many hours cleaning the trains and to Eric Sanders, who made himself available to staff at a moment's notice, giving group tours and also coping with the little emergencies which seem to happen, at times, to the best of us.

Give Trig Stanley a call at 444-1648 and get involved with your museum. Why not try your hand at staffing our depot museum?! A warm, friendly smile and personality are the only prerequisites, and a veteran host will be paired with you, if you are a first-timer. Answering the call for March and April are the following nice folks. We'd love to see your name listed in the next REPORT!

Al Ellis  
Lucille DeWaide  
Ann McVeagh  
Max Miller  
Richard Teague (2 times)  
Donald Leonard  
Eric Sanders (lots!)

Dorothy Cotton  
Russ Stockwell (2)  
David Drake  
Hallie Holmes  
Pat Kettler  
Margaret Collins  
Al Vartanian

Cicely Selby  
Eileen Snider  
Charles Levy (2)  
Betty Teague (2)  
Roy Pickering  
Bill Snider  
Judy Arbuckle

Mike Retz (2)  
Margaret Barksdale  
Hal Gasner  
Trig Stanley  
Patricia Retz  
Marge Becker  
Ed Arbuckle

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# TAKE ME OUT TO THE BALL GAME

## “Baseball, Hotdogs, Applepie & Private Railroad Car Travel”

Join us on Sunday, July 3rd - travel to Anaheim Stadium in style-  
in Cafe-Observation # 1509. Tickets for the game between the  
Kansas City Royals (Gerge Brett and Co) and the California  
Angles (Rod Carew, Reggie Jackson and Co) are included. Train  
will leave the Santa Fe Depot at 9:10 am for Fullerton, where  
transportation to the ballpark will be waiting. We'll have enough  
time to enjoy warm ups and the ballgame. After the game, transport-  
ation to a local restaurant will allow you to enjoy your favorite  
meal (Meal not included). After dinner, its back to the station  
at Fullerton to reboard # 1509. Perhaps you would like to enjoy  
a cocktail as we glide past the beach watching the evening sun  
dance off the blue Pacific waters. Then we race through Camp  
Pendleton, wind up Sorrento and Rose Canyons, arriving back in  
San Diego at 7:45 p.m. Why not join us for a fun time - and bring  
along a friend?

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Mail to: #1509 & Ballgame, c/o Jim Lundquist, 4450 Mataro Drive,  
San Diego, CA 92115

Yes - please count me in, I would like to order \_\_\_\_\_ ticket(s) at  
\$40. each. Enclosed is my check payable to PSRMA for the total  
amount of \$\_\_\_\_\_.

Name: \_\_\_\_\_ Phone # \_\_\_\_\_

Address: \_\_\_\_\_ (Zip) \_\_\_\_\_