REPORT

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.

Issue 102

June, 1974

San Diego, California

SCHOOL TOURS AT MIRAMAR

A long time ago, or so it seems, PSRMA used to conduct public tours through its equipment. Every Sunday afternoon the two locomotives, ex-Coos Bay 2-8-2T #11 and the ex-Feather River RR Shay #3 were opened to the public at Crosby St. near Harbor Drive. But then the locos, with several pieces of rolling stock, were moved to Miramar, where Navy security kept the public out and our equipment closed. PSRMA members are allowed on base for work parties, security inspections and other necessary visits to the equipment, but other than that, the Navy does not admit civilians who just want to see the train.

This improved considerably in April, when the Miramar Public Relations Office phoned PSRMA to see if we'd show a group of school children through. Of course we would, we've turned away several such requests from various schools because we figured the Navy would regard school children the same as any other civilians. So in April, Eric Sanders conducted the first tour of about 60 children and Bob and Linda DiGiorgio had a second group of about 40. A third tour is scheduled in May, with others likely to be added.

What do you tell a bunch of 8 or 10-year-olds about a train like PSRMA's? A typical tour might start at the 2-8-2, with a brief explanation of what a steam locomotive is, and how it works. Many of these kids have never seen a steam loco in their lives. Walking past the box car and the two tank cars gives us an opportunity to say something about the importance of railroads for hauling freight. Then the group enters our ex-Union Pacific coach, Car 576, and gets a chance to sit down and push the seats back. The car's comfort helps explain what it was like when the train was the only way to go, and helps the speaker tell why some of us still prefer to ride the rails. A strong object lesson is made to would-be vandals in the group, as we show the broken windows on one side of the car, tell something of what it will cost to replace them, and of the enjoyment that will be missed because of the extra delay getting the car back in shape to ride, when the opportunity comes.

Back outside, the Shay is next, with a chance to explain why most steam locos pulled a tender along behind, and an example of the wide variety of types that steam locos came in. If time permits, the kids are allowed to walk through the shay's cab, and give a tug at the bell cord (the only thing that works without steam). The Kitchen Car is last, and again if time permits, the kids can go aboard for a quick, telling glimpse of what troop train travel was like during a war that was over before they were born.

An hour goes quickly, the children are soon gone, but we think they go away with an experience under their hats that will be remembered for a while. And a better understanding of trains.

We do need help in this project. These tours occur during normal school hours, when most of the men who are most active in PSRMA are off at work. Eric and Bob both took time off for their tours, to get the project started. But others will need to keep it going -- housewives, folks who work odd hours, retired members, or anyone else who can get away during the day. You don't need to know about the equipment or how to make speeches. We need various talents here, including keeping the kids in line, helping them up and down the steps, perhaps even babysitting for someone else who's working on the project. Linda DiGiorgio is coordinating the tours. You can call her at the Museum office (in her home), 280-1781. (Bob DiGiorgio)

Individual copy: 25¢ Donation
Membership and Address Changes:
H. J. Ruiz
8029 Longdale Drive
Lemon Grove, Calif. 92045
Editors: Perry and Gretchen Timmermans
11147 Saunders Court
San Diego, California 92131

SCHOOL TOURS AT MIRAMAR (Continued)

Editors Note: The Museum wishes to heartily thank all those who have helped restore this public service by helping on the tours: Mrs. Witkowski and her son, Cass, Mr. Joseph Albo, Eric Sanders, and Bob DiGiorgio. Thank you!

GROSSMONT CENTER BOOTH A SUCCESS

On Saturday, May 11th, the day before Mother's Day, Dick Pennick staffed the first one-day-a-month shift at our booth in the Grossmont Center shopping complex in La Mesa. Dick was all decked out in his striped coveralls and red bandanna, and had decorated the booth with an old Kerosene brakeman's lantern and one of the Museum's locomotive bells, which was placed on a pedestal in front of the booth so that it could be rung (which it was!). Dick designed a special Museum brochure, a great many of which were handed out, along with over a hundred balloons, to Center visitors and their children. An amateur art exhibition was being held throughout the Mall area, so this enlarged the normal crowd of pre-Mother's Day shoppers. It is certain that some new members will be brought into PSRMA through this public exposure. Our next date is June 8th, and a member (male or female) will be needed to staff the booth. All paraphernalia and information will be supplied by the Museum, so all you have to do is sit on your duff, talk to people about the Museum, solicit memberships, and hand out brochures, balloons, etc. If you have an appropriate costume, you are encouraged to wear it. Contact General Manager Herb Kehr at 273-1074 to volunteer your one-day's worth. PSRMA thanks you!

FAIR BOOTH DESIGN APPROVED

At the May 7th meeting, the Directors approved the Del Mar fair booth design submitted by the booth committee, with minor changes. The design will be a novel approach, as an attempt will be made to reproduce approximately full-size the observation end of an 1890-vintage wooden observation car. It is anticipated that the brass railing from our own 1509 observation at the Marine Corps Recruit Depot will be used for the booth mockup. Other 1890's items exist in members' collections, such as doors, railings, and other hardware. However, we will need two kerosene marker lamps (or electric). If they are already set up for electric, so much the better. If any member has a couple of lamps to loan us for the fair, we would welcome a call. They will be well taken care of, locked up at the end of each day. Call Dick Pennick at 463-2276 if you can help us.-

FAIR BOOTH DESIGN APPROVED (Continued)

As it looks now, slides of Museum activities and equipment will be rear-projected onto one of the windows in the observation end, said window being in reality a cleverly-designed screen. The other window will probably house a showcase of Museum photos or whatever. Staffers will be able to recline in period furniture on the observation platform as if they were riding at the end of President McKinley's campaign special, hand out specially-designed Museum brochures, solicit memberships, and talk to people about the Museum and the Puerto Penasco excursion. We plan to get not only lots of new members but also a big addition to our Puerto mailing list. Staffing will be a lot of fun, the entry and parking fees will be picked up by the Museum or the Fairgrounds, and when your shift is done, or just prior (for the afternoon staffers), you can see the rest of the fair for free. Staffing will be separated into two shifts, as last year: 10 a.m. to 4 p.m., and 4 p.m. to 10 p.m. Staffers may of course take both shifts if they wish, as some did last year.

Give Herb Kehr a call to volunteer for a shift (273-1074) and help the Museum in a really meaningful way!

STEAM IN THE CUYAMACAS

If you missed the "steam" up on Mr. and Mrs. Ollie Johnston's narrow-gauge D.L.P. & J. (Deer Lake Park and Julian) Railroad on May 18th, you passed up a beautiful and unique day among the oaks in the mountains near Julian. The disappointment of the day was the unexpected and unexplained leak in several of the No. 3's flues which prevented its operation. No one was more disappointed than Ollie, who had the boiler inspected and passed last year. So, the gasoline "speeder," which Ollie and the Timmermans family used earlier to clean the leaves off the track, was used as a back-up, and disappointment turned into unexpected fun!

By sheer coincidence, a recent issue of Rail Classics, a quarterly fan magazine somewhat on the order of a large Railroad magazine, featured Ollie's mountain pike,

STEAM IN THE CUYAMACAS (Continued)

ell-illustrated, with a good rundown on the long process of restoring the 73-year-old ex-coal company Porter 0-4-0. Although both Ollie's first and last names are misspelled ("Olly Johnson"), the account is interesting. Ollie admits that the deletion of the "t" from "Johnston" is a common error.

Approximately 16 Museum members, together with their families, were on hand for this popular annual members-only affair. Although more than 70 people could be accomodated, only slightly more than 40 made reservations, so it was a nice-sized group and all had a great time. Ollie and Marie Johnston were their customarily congenial selves, and plenty of socializing among Museum members added to the enjoyment. When Board Chairman Dick Pennick first contacted Ollie about a steamup for our group several years ago, few people were aware of the existence of this tiny private railroad. But it wasn't difficult to obtain the necessary approval, as Ollie greeted the idea with enthusiasm. The first group steamup was held in the spring of 1972, and it has been a regular event since.

The thanks of the Museum go to Ollie and Marie Johnston for their warm hospitality and for making possible such a marvelous opportunity. Thank you so much!

FROM THE CAB, by Dick Pennick, Superintendent (463-2276)

Where were you? Last issue, I reported that a project activity was planned for Saturday, May 4th to spruce up our old San Diego streetcar stored at Campo -- easy, fun work and lots of clean mountain air and water. Want to know how many members felt one day a month for a work session was one day too often? All but two: Ron Milot and Dick Pennick, who dispite the conspicuous absence of those who have indicated an interest in lending us a helping hand in the past, managed to sand and paint almost the entire car. It now looks great and really gleams in the bright mountain sunshine. The power sander was donated by Crest Rentals, Spring Valley, through the efforts of member Cliff Pennick. A gallon of paint was donated by Frazee's of El Cajon, through the courtesy of Manager Jim Elmore. Electricity was provided by the County Sheriff's office at Cameron Corners, and an extra 50' of power cord was loaned by Mr. Archie Leach of Campo. Everything else, lunch, brushes, tools, etc., even transportation was provided by the Museum or your Superintendent. The only ingredient we couldn't guarantee was helping hands, and this was a big disappointment considering how much work had to be done and the fact that the activity had been announced to every member through REPORT well in advance. We all know there are some members who, for various valid reasons, either cannot or will not help out with this kind of activity, but usually can be counted on to contribute in other important ways, but we also know there are many more members who not only are able, but also have the time and desire to contribute their two hands to the Museum for a day a month but rarely show up. We can only assume that when a member checks the "restoration" or "maintenance" box on the membership application, he is interested in helping the Museum in that way. But when they don't show, or, at the least, call to say they can't make it this time but hopefully next time, we have every reason to be frustrated.

I hope the situation improves in the future, because since we don't yet have a permanent Museum home to expend our energies on, restoration and maintenance activity is a worthwhile as well as necessary substitute. To make it more convenient for members to help out, I try not to schedule more than one major project activity a month. Please don't assume we are going to have enough volunteers. Rather, assume we do need you! If, for some reason, we don't need your help, I will tell you so when you call. Special skills are seldom needed, so don't let that hold you back. Seriously, we get more accomplished in less time and have more fun doing it if there are lots of willing helpers. There is always something for everyone to do, even for kids, wives, and girl friends.

Next time, visualize how you would feel if you threw a party and no one came. Then pick up that phone and give me a call to offer your helping hand.

FROM THE CAB (Continued)

June Project Activity Planned. For several days in early June -- exactly when we don't know yet -- we will be looking for members to help with construction and staffing of our booth at this year's Southern California Exposition. As reported elsewhere in this issue, the Museum directors approved the design submitted by the booth committee (primarily Bob DiGiorgio and Dick Pennick), but we can't begin construction until the Fair Board approves it. If and when they do, we can then begin work putting it together. Hopefully, most of it can be prefabbed at home and bolted together at the Fair. Dick Pennick has offered to draw up the construction plans, but we could use someone with a table saw to cut out the pieces and a group to assemble the parts. We will need someone with a pickup truck (8' bed preferred but not required) to haul the pieces to the Fairgrounds, and a group of members to put the sections together at the Fair. After that, staffers will be needed, probably 2 for each of the 14 Fair days for 6-hour shifts each, to sit at the booth, hand out Museum material, talk about the Museum, solicit donations and memberships, etc. Special mention whould be made here of the truly significant contribution Bob DiGiorgio has made and will make to the Fair booth project. The multi-paged analysis, including suggestions and drawings for almost every facet of the booth construction and installation, which Bob presented as part of the package submitted to the Directors for approval was obviously the result of a great deal of careful thought and an enlightened and enthusiastic attitude toward the Museum and its goals. Not only does Bob intend to help with construction, but he and his wife, Linda, hope to staff the completed booth as well. Incidentally, should you take occasion to dial the Museum phone sometime, the voice on the other end will be either Bob or Linda, who have been doing a tremendous job as the "voice" of PSRMA. The things we could do with a hundred more members like Bob!

FROM THE CAB (Continued)

Herewith a conclusion to the Whyte classification system that has appeard in the last several issues.

wheel arrangement	common name
4-2-0	----
4-4-0	American
4-4-2	Atlantic
4-4-4	Jubilee
4-4-6	-----
4-6-0	Ten-wheeler
4-6-2	Pacific
4-6-4	Hudson
4-8-0	Twelve-wheeler
4-8-2	Mountain
4-8-4	Northern
4-10-0	Mastodon
4-10-2	Southern Pacific
4-12-2	Union Pacific
6-8-6	-----
0-4-4-0	------
0-6-6-0	-----
2-4-4-0	-----
2-4-4-2	-----
2-6-6-2	-----
2-6-6-4	-----
2-6-6-6	Allegheny
2-8-8-0	-----
2-8-8-2	-----
2-8-8-4	Yellowstone
2-10-10-2	-----
4-4-4-4	-----
4-4-6-4	-----
4-6-6-4	Challenger
4-8-8-4	Big Boy
2-8-8-8-2	Triplex
2-8-8-8-4	Triplex

Does any reader know of any other wheel arrangement for a rod locomotive anywhere in the world? If so, let me know. Next time, we will continue with our discussion of the steam locomotive. We will look at the principal features and the basics of operation.

VIEW FROM THE CUPOLA, By H. Chalmers Kerr, Jr., PSRMA President

"Our president has been a PSRMA Dropout" since the middle of February because of the critical illness of my mother (Mrs. Hattie Belle Kerr, a contributing member). Hattie Bell suffered congestive heart failure and neuritis and spent six weeks in Mercy Hospital and has now been almost seven weeks at the Alvarado Convalescent and Rehabilitation Hospital, 6599 Alvarado Rd., Rm. A-312, San Diego 92120. Cards and notes from her PSRMA friends will be appreciated. The Board of Directors have taken up the reins nicely during this period. Within the next month or so I should be able to resume more of my previous activities and responsibilities.

New REPORT Staff. Perry Timmermans, Gretchen Timmermans (Editors), and Ron Zeiss (Distribution) have set up a well-oiled machine for typing, makeup, reproduction, and mailing of REPORT. If they can keep the cycle down to the few days required for their first issue, a gold star should be passed to the team. News, events, activities, work parties, what-have-you; these things must come from the PSRMA Administrative Staff and membership. The Editor can't generate a paper in a vacuum. Please direct all material for publication to Perry and aim to get your copy to him by the 20th of each month. In this way it may be possible to again carry valid work party schedules and meeting announcements in each issue of REPORT.

1975 Officers. It's that time of year again. The Association By-Laws provide for nominations of officers to be made prior to and during the third quarterly general membership meeting. The meeting is tentatively set for Friday evening July 26th in the La Sala Room, House of Hospitality in Balboa Park. A nominations ballot will be mailed with the next issue of REPORT. Please be thinking about possible candidates for: President, Vice-President, and General Manager, Secretary, Treasurer, Board Member (two-year term), Review Committee Member (two-year term), and Review Committee Member (three-year term). I must emphasize that you give very careful thought to your nominations. PSRMA needs dedicated and enthusiastic officers and directors, the organization is only a reflection of its leadership. Do not nominate anyone for an office unless that person is willing to serve if elected. This caution can't be over-stated.....

VIEW FROM THE CUPOLA (Continued)

Other Staff Vacancies. Three key staff slots remain unclaimed: Public Relations Director, Purchasing & Stores Director, and Chairman of the Ways and Means Committee. PSRMA's lack of a PR Director for several years has really hindered our growth. Unless the community knows what and who PSRMA is, then we will forever be struggling to reach our goal of an operating railroad museum. Anyone interested in tackling these jobs, please contact the Borad of Directors, or call me at 291-4787.

That is all for now, and I hope to be back in the next issue of REPORT with some observations on railroading.....

NEW MEMBERSHIP RENEWAL POLICY, by Bob DiGiorgio

The December 31st membership renewal date which has been used by PSRMA since "day one" will gradually fade away, as a result of a new standing rule adopted by the Board of Directors at its April and May meetings. New memberships will now expire one year after they started, under an "anniversary system."

Old members with "Dec. 31" on their cards will continue to be renewed as Dec. 31 memberships for this year, even if the renewal is overdue. New memberships starting in April are being written with the one year anniversary as the renewal date.

The new system eliminates several confusing and sometimes "unfair" problems we had under the old calendar-year system. One was that the new member who joined in the last part of the year: would he only get a month, or two's membership for his full year's fare? In the past, we accepted all new memberships during the last quarter for the following year. This was a bargain for the Oct. 1 new member (who got 15 months for the price of 12), but not much help for the mid-year joiner who only receives a half-year.

A more serious headache was that REPORT subscriptions were continued to expired members until April, giving many members the false impression that their memberships had

NEW MEMBERSHIP RENEWAL POLICY (Continued)

a four-month grace period. Actually, all memberships have expired Dec. 31 under the old system -- that includes YOURS if you haven't sent in your renewal yet -- and the REPORT subscription was all that the member still had. It was confusing.

Making the new system really work better will be a new schedule of renewal reminders to encourage on-time renewals. Our new Director of Personnel and Records, Herb Ruiz, has been doing a fine job this year and promises to keep on in the future. There will be an "unadvertised" 60-day period after a membership lapses during which it will be renewed at its previous date, to keep records from getting fouled up by minor renewal date changes from slightly late renewals. But any seriously late renewals will be terminated after that, and if renewed, they will be treated as a new membership.

A PROGRESS REPORT - THE HISTORIC RAILROAD EXHIBIT FOR THE AMERICAN REVOLUTION BICENTENNIAL CELEBRATION (ARBC)

--by H. Chalmers Kerr, Jr.

As reported in the December, 1973, issue of REPORT, PSRMA's contribution to the San Diego area American Revolution Bicentennial Celebration (ARBC) will be a HISTORIC RAILROAD EXHIBIT. For our new members, the exhibit will include the Liberation Mikado 141R1199, ex-Santa Fe observation car No. 1509, and photo displays of modern and historic San Diego area railroad, streetcar, and railroad-seaport activities.

Plans for the project are now firming up. Project endorsements have been received from the San Diego and Regional ARBC Committees. On 23 May endorsement is also expected from the ARBC Commission of California (with the hope of eventual sponsorship) which will include matching funds to money raised by PSRMA.

Major donations received include exhibit space on the east side of Harbor Drive across from the "B" Street Pier on the San Diego Embarcadero, thanks to the San Diego Unified Port

A PROGRESS REPORT - THE HISTORIC RAILROAD EXHIBIT FOR THE ARBC (Continued)

District, and historic photos courtesy of the Title Insurance Company from their vast archive.

Your Board of Directors sincerely appreciate the response to the fund raising appeal for the Liberation Mikado portion of this project, thank you one and all...The following contributions and loans have been received since December 1, 1973:

F. H. Moore (Wayne, Pa.)	$ 30.00
Annual Dinner Raffle	44.25
Wally Barber, Jr. (member)	5.32
Home Federal Savings & Loan (for total exhibit)	250.00
Frank J. DiVito (Atlantic City,N.J.	3.00
Albert Schindler (Flushing,N.Y.	10.00
Mrs. Helen Edelen (Member)	15.00
John Cranston (Member)	25.00
Mrs. B. F. Woody (Member)	3.00
Werner R. Eilers (Member)	10.00
Loan from a member's wife	2000.00
Ronald L. Milot (Member)	25.00
Vernon Cook (Member)	76.00
H. A. Vartanian (Member)	2.00
R. B. Ley (La Mesa)	15.00
Raymond D. Ison (La Mesa)	25.00
Stan Kerr (Member)	65.00
R. M. Shea (Member)	5.00
J. W. Hollis (Praire Village,Kan.)	30.00
Ed Herfter (Member)	10.00
Ole B. Randall (Member) (Loan)	150.00
J. Ward (San Diego)	5.00
TOTAL DONATIONS AND LOANS	$3500.00

PSRMA has received considerable publicity and help from a new organization, European Train Enthusiasts (ETE). The ETE has the goal of providing a means for comparison of ideas, work and interest and to offer advice in general to all of its members on prototype and model European railroading, although not necessarily confined to the European continent itself. Mr. Eugene R. Volz, ETE Publicity Director (P.O. Box 1643, Sacramento, CA 95808) is now a member of PSRMA. Mr. Voltz has distributed fund raising brochures on the 141R1199 and has provided "PR" on television, in newspapers, and before service clubs in the Sacramento area, not to mention his contacts in PSRMA's behalf with the Santa Fe Railway and the French National Railway. A hardy thanks to ETE for their help and interest in our project.

A PROGRESS REPORT - THE HISTORIC RAILROAD EXHIBIT FOR THE ARBC (Continued)

The French National Railway has completely refurbished the exterior of 141R1199 so that the locomotive can be displayed immediately upon arrival in San Diego. However, its arrival is again indefinite. The Federal Maritime Commission has yet to come through with their promise of donated shipment. Several shippers, both foreign and domestic, have studied the task and then declined to participate. The basic problem seems to be the fact that the ships from Europe to the West Coast are container ships. The cargo of a locomotive would displace about 30 containers which represent upwards of $30,000. in revenue cargo. This dilemma is expected to be resolved in a few weeks, so planning for the exhibit must go ahead rapidly.

The HISTORIC RAILROAD EXHIBIT will be a "mini-museum" offering all PSRMA members and friends an opportunity to participate. Volunteers will be needed to staff, maintain, and set up the exhibit. Anyone interested please contact Chop Kerr (291-4787) or Herb Kehr (273-1074).

MEMBERSHIP NEWS By Herb Ruiz, Director of Personnel and Records (463-3269)

Within a short time PSRMA will be informing the public of our activities at display booths at the Grossmont shopping center and the San Diego County Fair at Del Mar (June 22-July 4). Tell your friends to attend these activities and give them copies of our membership application. We need new people with their thoughts and ideas. Lets each member get one in the coming year.

New Regular Members

Frieda R. Butler (1-2, 7, 14, 17)
P.O. Box 6554, SD, CA 92106 224-4467

Lawrence Marsh
15223 Valleyheart Dr., Sherman Oaks, CA 91403

Jerome J. Nichols
14823 Las Tunas Dr., Hacienda Ht's CA 91745

MEMBERSHIP NEWS (Continued)

New Contributing Members

Alan Fedder (1-2, 8)
3969 Loma Alta Dr., SD CA 92115 582-3354

Charles A. Leavitt (Delete from Regular List)
6312 Rancho Mission Road (321), SD CA
(2, 7) 283-7402

Thomas W. Sefton (Delete from Regular List)
P.O. Box 1871, SD, CA 92112 235-5100

Joel Shapov (15)
4117½ Illinois St., SD, CA 92104 284-3383

Address Changes (change to read)

Dwight E. Couch Jr. (2-6)
9448 Calmada Av, Whittier, CA 90605

George W. Geyer Zip code: 92102

Carol F. Lande Apt. 2

Thomas Matson (1-3, 6-7, 10-12, 15)
2525 Angell Av, SD CA 92122 275-0216

William E. Richards (2,3,10-12)
8045 Alida St, La Mesa, CA 92041 460-8309

Ed Stauss 24125 Albers St.

Perry Timmermans 11147 Saunders Ct.

Membership Roster Changes

Thomas Chalmers to read Thomas Chambers

Delete Mr. Charles Briar from the Regular List. Mr. Briar passed away this past year.

EDITORS DESK

We would like to start a column listing items which the Museum needs for its equipment, and for railroad items that people would like to sell or trade. The initial issue of this new column, titled: RAIL PARAPHERNALIA follows forthwith --

A second new column, TIMETABLE, then follows, listing all coming events which members may wish to circle on their calendar.

RAIL PARAPHERNALIA

For Sale

One copy: "Pictorial Supplement to Denver, South Park & Pacific." Mint condition copy, as new, never read. Limited edition, out of print since 1959. Big 467-page pictorial account of legendary, long-abandoned Colorado narrow-gauge line. Published by Rocky Mtn. Railroad Club. Much in demand by railhistorians and book collectors. Has maps and timetable reproductions in pocket on back cover. A truly gigantic production, top quality throughout, typical of RMRR Club publications. $200.00. Contact Dick Pennick, 9584 Upland St., Spring Valley , Calif. 92077.

TIMETABLE

June 4 -- Directors' meeting, SD Trust & Savings Bank, 7 pm.

June 8 -- Grossmont Center Booth, La Mesa

June 27-July 4 -- PSRMA Booth at Del Mar Fair

July 26 (tentative) -- General quarterly entertainment meeting, and nomination of officers; La Sala Room, House of Hospitality, Balboa Park, San Diego.

Early June -- time unspecified -- begin construction of Del Mar Fair booth. Call Dick Pennick (463-2276)

June PSRMA REPORT

School tours at Miramar

Two booth opportunities -- to build and to tell the world about!

New membership renewal policy

RAIL PARAPHERNALIA and TIMETABLE -- What are they?

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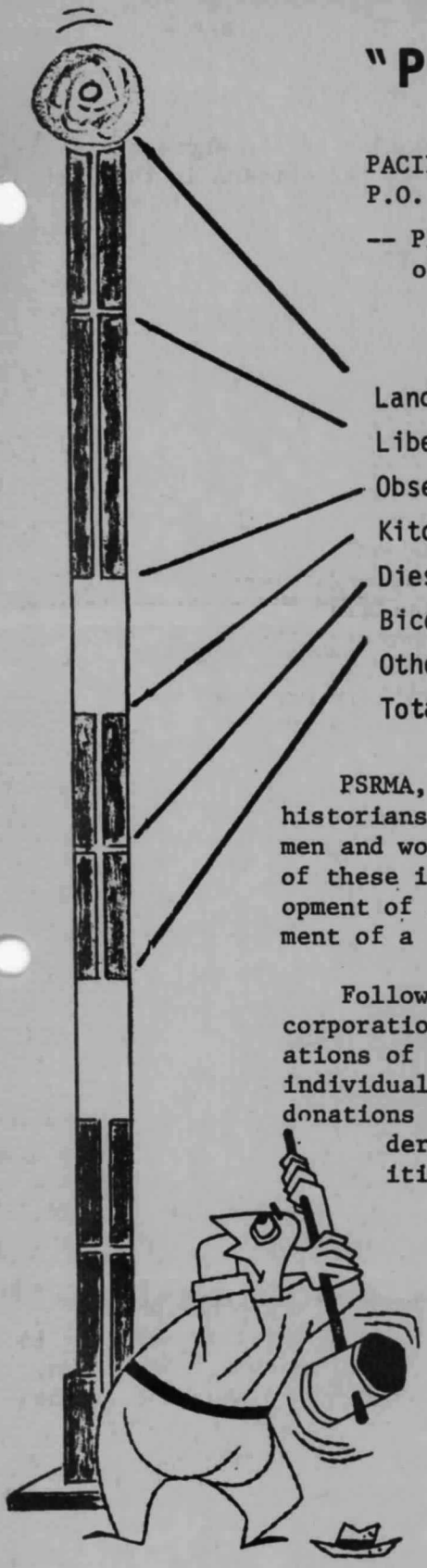
P.O. Box 12096 San Diego, California 92112

-- Please put my PROJECT BOOTSTRAP donation towards one or more of the following projects. --

PROJECT	DOLLAR OBJECTIVE	DONATION
Land and Museum Development	$25,000.00	_____
Liberation Mikado 141R1199	10,000.00	_____
Observation Car 1509	6,000.00	_____
Kitchen Car DODX G-10	1,500.00	_____
Diesel Switcher USA 7485	3,500.00	_____
Bicentennial Exhibit	2,500.00	_____
Other - You name it _____	**********	_____
Total Donation		_____

PSRMA, Inc. was founded in 1961 by a small group of energetic railroad historians and has steadily grown to over 160 members. Our membership boasts men and women, representing many different professions and occupations. Each of these individuals is bound by a common interest in the history and development of American railroads and each member is striving for the establishment of a railway museum in San Diego County, California.

Following the Association's incorporation as a non-profit educational corporation in 1964 and receipt of its Federal tax-exemption in 1966, donations of antiques, equipment, supplies and funds have been received from individuals, business firms and governmental agencies. Unfortunately, cash donations have lagged far behind equipment donations. Revenue is primarily derived from membership dues and the profits of fund raising activities, such as, the annual Puerto Penasco excursion.



The primary uses for our revenue are: land for the museum; artifacts to operate and exhibit in the museum; promotion of the museum. Each of these broad tasks requires financial support beyond PSRMA's capability to meet through normal revenue sources. Therefore, PROJECT BOOTSTRAP is launched to help fulfill our financial needs.

WE NEED YOUR HELP! - - - Members and friends are invited to help make our objectives a reality. Progress and success is ours it we all work together, by donation of our time, talent or funds...

Remember, Every Little Bit Helps!!!

****

NAME_____ DATE_____

STREET_____ CITY AND STATE_____ ZIP_____

AMOUNT ENCLOSED $_____ AMOUNT PLEDGED $_____ PLEDGE PERIOD_____

Please make all checks or money orders payable to PSRMA, INC. SEND MEMBERSHIP INFO._____

SEND TO: PSRMA-PROJECT BOOTSTRAP, P.O. BOX 12096, SAN DIEGO, CA. 92112, U.S.A.

NOTE: All donations are state and Federal tax-deductible.