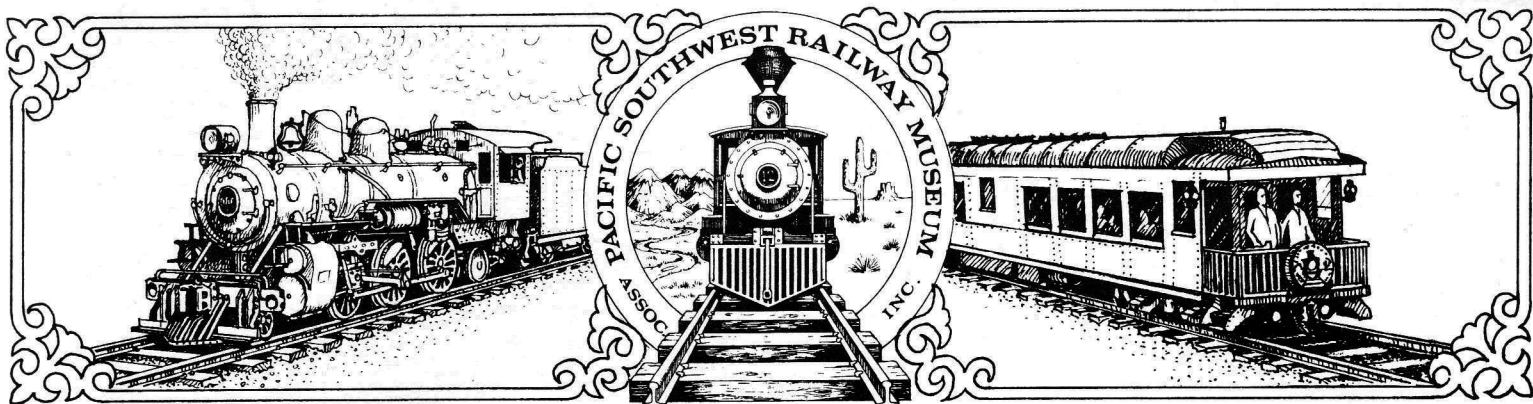




Nov.-Dec. '86

REPORT

No. 207

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



CABOOSE GIFT WINDS UP SUPER YEAR

Acquisitions Director **Roger Garrett** had tried for more than a year to secure the donation of a caboose from Union Pacific. Continued frustration finally forced him to use the source of last resort, his own wallet! Roger put up \$4,750.00 and bought a caboose off the scrap line in Pocatello, Idaho. The caboose, built by U.P. in Omaha in 1952, was shipped to San Diego a few months ago. Roger's official letter of donation arrived as a Christmas gift to PSRMA, a terrific way to wind up another great year for the museum. Shown in this photo by **Norm Hill** are **Tom Travis** and **Doug Kerr**, the first members to check out the new arrival when it rolled into San Diego.

THE "NEW" SD & A Ry IS ONE YEAR OLD!

The operating department's first season is history and the museum's San Diego and Arizona Railway finished its first year in the black. There were 312 round trips to Miller Creek. Only three trains were cancelled when no tickets were sold and those were the last trains of the day on cold, rainy days at the museum.

9,649 people paid to ride our SD&A in 1986. Total revenue was \$59,614.00! All expenses were met, including insurance, fuel, equipment maintenance and tie replacement. The museum feels very encouraged by this total, considering the limited promotional efforts that were made, the inexperience of our volunteers and the organizational and logistical problems of our first year in the tourist railway business.

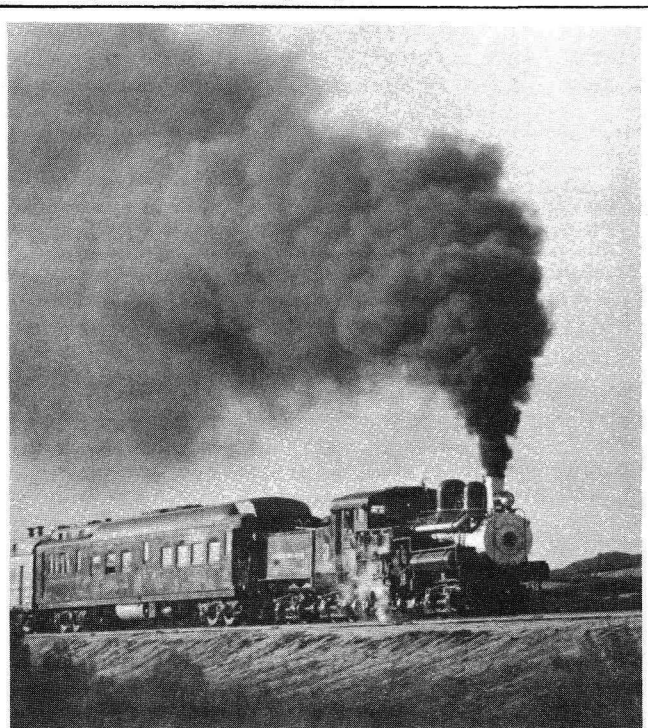
The performance by our people was outstanding. Very few of them missed a crew call and many of them helped out in other departments when they weren't on duty. Our training program is being very well handled by Professor **Dick Ruppert**, who continues to get new people into the system.

Ron Hyatt as operating department superintendent and **Geoff Scheuerman**, trainmaster, ran the SD&A very smoothly during the year. Both of these young guys secured regular railroad jobs during the year with the San Diego and Imperial Valley Railroad Company, proving that the museum railway provided excellent training for full time railroad careers.

No railroad works well without an agent and chief clerk and **Louise Reneau** and **George Heflin, IV** handled these jobs very professionally. **Jennifer Barnier** is learning to handle the paperwork as assistant to George. **Jennifer** and **Nancy Getz** have been helping Louise with ticket sales, working in the ticket booth in front of the gift shop. George has also set the standard in train announcing. The visitors really enjoy his traditional style over the museum P.A. system.

Special thanks are due to **Cliff Pennick** and **Jim Lundquist**, who wore the traditional red suit on the Santa Santa Claus Specials run during the holiday season.

The operating personnel for the last two months are listed below. Thanks to all for a great year of fun and safe operation of both diesel and **STEAM** on the SD&A.



Although a little slow for regular use, the Shay hauled several sections of the SD&A "Golden State" in 1986, the first steam powered passenger trains on the line in 35 years. (L. Rose photo)

CONDUCTORS

Dave Slater	Rene Scheuerman
Dick Ruppert	David DiGiorgio
Jim Lundquist	Tim Floersch

SWITCH TENDER

Geoff Shepherd

ENGINEERS

Ron Hyatt	Geoff Scheuerman
Gaylen Dyreng	Mike Panger
Jim Lundquist	Ken Helm
Vern Cook	Bob Nickles

FIREMEN

John Ashman	Gordon Buck
Steve Norris	Mike Kemp
Joe Beard	Doug Mick
Mike Reneau	Bob Nickles
Dick Ruppert	Ed Gaede

BRAKEMEN

Mike Reneau	Diana Scheuerman
Robert Watrous	Mike Patten
Rene Scheuerman	Phillip Heil

Don Getz	Doug Mick
Gene Dramm	Vern Cook
Ed Gaede	Bob Dowling

John Pattison	Mike Kemp
Steve Norris	Joe Beard
Jack O'Lexey	Sy Goodman

TRAINMEN

Don Pope	John Kernitzki
Cliff Pennick	Bill Schneider

George Heflin, IV
Jennifer Barnier

Ann Ruppert	Dan Robirds
Dorcas Utter	Ron Milot

SPEEDER CREW

Craig Coney	Doug Mick
Paul Westover	George Boggs

Diana Scheuerman
John Pattison

Mike Patten	Mike Kemp
Joe Beard	

Report

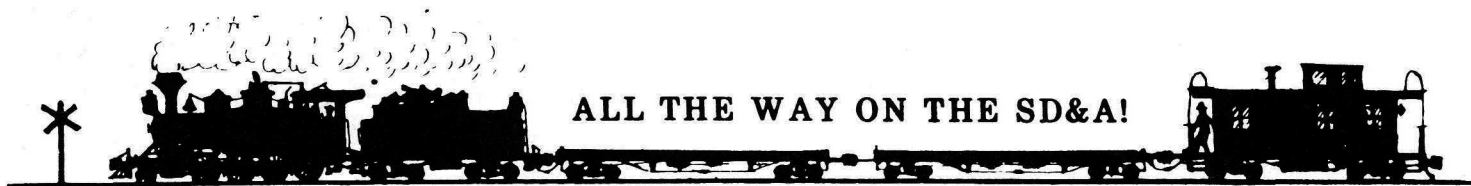
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EDITOR Larry L. Rose -- ASSOCIATE EDITOR Tanya Rose

ONE YEAR MEMBERSHIP

Individual \$20.00, Senior/Student \$10.00, Family \$25.00, Contributing \$35.00, Supporting \$50.00
Sustaining \$100.00, Corporate Business \$100.00, Life Membership (Individual) \$500.00 (Seniors over 65, \$300.00)



BIG BUCKS DONATED FOR BALBOA PARK H.Q. PROJECT

The Board of Trustees are going all out this year to secure the Navy Hospital Medical Library in Balboa Park as our in-town headquarters. **Dr. Dan Marnell** and **John Parker** have each contributed \$12,500.00 to a special fund to make this project happen. The donations will be used to hire a professional fundraiser who will be charged with lining up some serious money behind PSRMA.

The target is \$250,000.00 for 1987, the amount projected as the minimum required to secure the medical library building for the museum. The building is ideal for exhibits, general offices and our research library. The large tiered mini-theater, seating more than 100, is just right for general membership meetings and our SD&A railroad operation classes. The central San Diego location, only four blocks from the 12th and C Street trolley station, is also a big plus.

The city will acquire the building when the Navy moves out in 1988. Most of the old Navy Hospital buildings near it will be demolished, leaving the building in a beautiful hillside setting as part of an expanded Balboa Park. Nearby is the San Diego Aerospace Museum, the San Diego Model Railroad Museum, and the headquarters and archives of the San Diego Historical Society. In between this group and the famous San Diego Zoo is the Museum of Man, The Art Museum, the Old Globe Theater, The Reuben H. Fleet Space Theater and the Natural History Museum. Getting this building would put PSRMA near the mainstream of San Diego's primary cultural, educational, and recreational activities.

This major step toward establishing PSRMA in the midst of Southern California's best known museums is no easy task but necessary if we are to reach the museum big leagues where major grants and other funding sources are available. The major block between these funding sources and PSRMA has always been the fact that we are all volunteers and have no paid professional staff. The success of this project could change all of that.

Our in-town fundraising office is still in need of a secretary/typist to staff it on a part time basis and take care of the paperwork involved in this project. If you are interested in working in pleasant surroundings, then send your resume to: PSRM Board of Trustees, c/o Dr. Dan Marnell, 6156 Camino Largo, San Diego CA 92120.

This project looks kind of scary going in, but so did the moving of two large locomotives in 1986. The locomotive move projects got underway with zero funding but the members came through and made it happen. This project starts out with \$25,000.00 up front and a determined group of trustees to carry the ball. Sounds like a winning combination. Stay tuned!

MECHANICAL DEPT. REPORT

by Ken Helm

Shay #3

After several test runs to Miller Creek, all three engines have now been properly balanced, squared and shimmed. Additionally, several thousand gallons of bunker oil have been purchased and tested. This fuel provides much more economical steaming, but is a little harder to move since it is the consistency of cold molasses. Work remaining is shimming and balancing of the drive line universal joints and a paint job outside and inside. Workers were: **Mike Seed, John Ashman, Ken Helm, and Vince Tobin.**

SD&A #250

Abrasive brake shoes were purchased and tried on our ex-Erie-Lackawanna passenger car to grind out flat spots on the wheels. They take the place of regular shoes and are made of a grinding compound so as to grind the wheel as the car is pulled back and forth. They have proved successful, requiring about ten hours of grinding to remove flat spots. They're quite impressive to watch, as they produce a shower of sparks while they work. **Jim Hamill** has already reglazed the entire car and continues to strip old electrical gear from the underframe. By making contact with another railroad mechanic at Steamtown in Scranton, we were able to buy a brake piston which we needed as well as five full sets of overhead lights for our entire Erie-Lackawanna fleet. As some cars are now being scrapped back east, these kind of parts are being salvaged and made available to outfits like ours. In five years you'll make what you need yourself (read: difficult and expensive).

Rail Crane

Vern Cook has been working on our big self-propelled boom. He has now attached a clam shell in order to clean culverts and muck out ditches on our line. **Wally Barber** provided the clam shell. After this work, which will take place in the spring, the crane will be re-rigged for heavy lifts.

Ballast Regulator

Tom Pyle has lent us his big Kershaw ballast regulator to groom our line. It hasn't run in two years, so quite some effort has been devoted to getting it running again. It was feared that the engine was frozen, but a rebuilt starter finally turned it over successfully and it fired up nicely. Work continues to get all systems up to snuff. When everything works, we will "manicure" our railroad to something akin to the well kept mainlines of the big time companies. **Harry Hurry** has taken on the main rebuild work, **Ken Helm** assisting as needed.

#7485

Larry Rose and **Norm Hill** have painted our little diesel in gloss black and company striping. This little cream puff will shortly be rolled out for switching duties but more importantly, as backup power for our passenger trains. **John Bohn, David DiGiorgio, Dan Robirds** and **Mike Reneau** assisted in the masking and trim painting.

Great Freight II

Norm Hill, Tom Travis, and Bill Barbour recently participated in one of the real "joys" of the mechanical department, repacking journals. A Saturday was taken off from car restoration to assist in repacking our GTAX tank car and S.P. caboose #1351 in La Mesa. This is a dirty, nasty, greasy job. However, the reward is that the cars provide years of faithful service before having to be repacked again. A special thanks also to **Dick McIntyre** for making many repairs on the string of equipment in La Mesa in order to get everything ready for Great Freight II.

RAILFAN PATROL NEWS

THIEVES THWARTED BY ALERT RAILFANS

by Dick Schleicher

Following are some of the more interesting reports recently turned in by Railfan Patrol members: **Joe Palmer** reported two young males breaking into a supply shed near the Cajon crossovers. His alert call resulted in both being apprehended by the Santa Fe Police. Several members, including **Scott Rhodes**, **Mark Cramer**, and **Dick Schleicher**, reported safety problems of people sitting or walking the mainline just prior to the arrival of Amtrak trains or, in one case, vehicles parked too close to the tracks. (One report was the result of a concerned non-PSRMA railfan's call to a Railfan Patrol member.)

Dick Schleicher's alertness noted an ad in a rail magazine by someone selling railroad property. The subsequent investigation by the Santa Fe Police resulted in the arrest of a railroad employee selling items which he allegedly stole.

Recent months have also seen the Railfan Patrol receiving some favorable publicity in several Southern California daily newspapers and a rail magazine.

With respect to railfan news, picture taking of Santa Fe freight trains on the Fourth Subdivision has been made more difficult with the new schedule having the daily eastbound SDX arriving in San Diego between 9:00 p.m. and midnight, and the westbound leaving about 11:30 p.m. (after arrival of Amtrak #86). Also, take your Amtrak pictures now with the locomotive on the head end. Rumor has it that "push-pull" operations will start in April.

The Railfan Patrol is alive and well with fifty-five active members out taking pictures of the red and yellow "merger" locomotive paint schemes and the venerable caboose before they all disappear.

Santa Fe Railway Police Chief, **Carl Ball**, met with Railfan Patrol Director **Dick Schleicher** several times over the past summer and fall. Chief Ball reiterated that the patrol's efforts were most appreciated by both the railroad and himself. As a matter of interest, Chief Ball delivered the principal remarks at the banquet for the annual 1986 national convention of the Santa Fe Modelers Organization held in Ontario, California, last June. The subject was "Peacefully Coexisting With The Railroad Police". Chief Ball was also the guest of honor at a Naval training Center, San Diego, recruit graduation in July.

Along the SD&A



Working on the railroad takes many forms, some of them not so glamorous but all of them equally necessary. Here is **Gaylen Dyreng** on his antique Ford tractor scraping the ballast shoulder to proper shape in the long cut at Milepost 70.3. Gaylen put in 25 years as a locomotive engineer on the old San Diego & Arizona Eastern, and now participates in all phases of the rebirth of the SD&A. Gaylen will clean toilets, wash dishes, run engines, or work on track. All of this from a guy who is supposed to be retired! He is the perfect example and inspiration to all our young people who have thoughts of becoming serious railroaders. The REPORT staff salutes **Gaylen Dyreng**, the complete railroad man. (L. Rose photo)

RESTORATION NEWS

Looking Back at '86

by Norm Hill

Another year of work in the car shop comes to a close and its time to reflect on what got accomplished (and what did not get accomplished) during 1986 in restoration. I would like to thank the truly wonderful people who really are concerned about our museum's growing collection of equipment and who work so hard getting filthy dirty cleaning and repairing our old railroad hardware. These people work on our equipment almost every weekend. Some, like **Bill Barbour** and **Peter Snell**, come all the way from Los Angeles. All of them contribute not only their valuable time, but also help fund the restoration out of their own pockets. What they do is hard physically and, quite often, dangerous because we use chemical stripper and high r.p.m. machinery. They hardly ever get to ride or run the equipment they restore because they are too busy on some new project. It amazes me to see how they keep working with so much to do and no light at the end of the tunnel.

I am probably one of the luckiest people alive to get to work with these super people. They are a credit to the museum. Many thanks are due **Bill Barbour**, **Tom Travis**, **Steve Norris**, **Ken Faller**, **Dick Diestel** and **Dan Haggerty** for for all the physical grunt work they have accomplished in paint prep, chipping, cleaning, scraping and sanding. **Ted Kornweibel** and **Ross Robinson** once again did all of our carpentry tasks. **Dick McIntyre** did some more "metal magic" as he has for so many years. **Peter Snell**, by himself, continued on "his" Southern Pacific caboose, paying for all his restoration supplies. **Jim Hamill** has been a tireless worker on our excursion equipment. He spent many lonely days working on the ex-Lackawanna coach windows, seats, lights and exterior. **Larry Rose** applied his talents to painting and lettering. You have not experienced real intimidation until you walk up to an eighty foot railroad car to begin painting it armed only with a ladder and tiny spray gun.

I would also like to thank the other people who help us out from time to time such as **Charles Alban**, **Jim Lundquist**, **Skip** and **Earl Carlisle**, **Barney Barnier** and **Lloyd Gage**, owner of **WESTERN SANDBLASTING**. Special thanks to **Harry Doering**, who always seems to find some money to keep us going! Thank you, mechanical types, especially **Ken Helm**, and the operations people who provide the "train magic" and good feeling we have when we get to see something we've restored running and full of people.

A summary of our projects during 1986 is as follows. Two boxcars were scraped down and painted. Both cars had their trucks and undergear repaired, cleaned and painted. Our WW II G.E. diesel was stripped and painted with three coats of glossy black. The "new" (1942) Southern Pacific caboose #1058 was sandblasted, primed and painted. Our 1917 S.P. caboose #644 had its interior and exterior carpentry completed. It has also had its interior walls stripped. Work continued, thanks to **Peter Snell**, on our bay window caboose S.P. #1351. Our museum's first excursion car #250, an ex-Lackawanna commuter coach, had its sides, ends, vestibules and undergear paint prep and primed and was final painted Pullman green. The little Santa Maria Valley railbus was primed, undergear and interior cleaned and sanded, and its driver's chair was restored by **Ken Locke**. We even cleaned up and repainted one of our local railroad's (San Diego and Imperial Valley) boxcars. Not bad for a group of dedicated railfans numbering less than ten!

These same people also can be found helping other departments, working on the car shop, laying track and serving as crew for the SD&A operation. Thanks again, people, for a great year!

(Editor's note: **Norm Hill** is the only person we have who works on equipment restoration every weekend. All of his helpers, except for the loyal **Bill Barbour** and **Tom Travis**, also work in other departments. Norm and his crew do the toughest work there is at the museum. That's probably why there are so few of them. Norm's department, charged with acquisition, restoration and maintenance of our antique railway equipment, is the reason for the existence of our association. Everything else is a support activity.

During the week Norm is the construction manager of a multi-million dollar high rise project rising on an entire city block in the middle of downtown San Diego. It must be frustrating for Norm, who is used to working with millions, to work in the dirt at the museum with a budget of a few hundred bucks. Norm's only consolation is that, in the long run, everyone is working to support his department. The facilities department will eventually provide a first class restoration shop and the operating and excursion departments will eventually provide the funding to restore the entire collection to mint condition and support a full time staff of craftsmen. Meanwhile, we are lucky to have dedicated individuals like Norm and his friends who are not intimidated by a seemingly impossible amount of work and are willing to hang in there tough while waiting for the goose to lay that promised golden egg.)

GETTING INTO TRAINING

by Dick Ruppert

More help is needed in operating our railway and in giving guided tours of the museum. People really appreciate our train trips and museum tours, and it is a lot of fun talking with them and seeing them enjoy our old time railroad equipment. Several courses are planned for people who want to participate in this part of our operation.

TRAINMAN: Saturdays, March 14 and April 11, 9:30 to 4:00, PSRM Campo.

This course covers PSRM history, history of our equipment, natural history of the Campo area, and San Diego and Arizona Railroad history, along with some public relations and public safety aspects of railroad museums and excursions. It is designed for tour guides aboard and the excursion trains, as well as on the museum grounds. This course will compliment and expand the site tour guide program started by **Steve Oualline** and those working with Steve are encouraged to attend. Fee is \$6.00 to cover handouts and guide book.

BRAKEMAN: Saturdays, March 14, 21, and April 11, 25, 9:30 to 4:00, PSRM Campo.

This course includes the material for trainman and adds railroad operating procedures and safety. Hand, whistle and lantern signals, train brake operation, coupling and uncoupling, switching, excursion procedures and railroad operating rules are all included in this course. Fee is \$15.00 for rulebook, airbrake manual, etc.

MOTORCAR OPERATOR: Sunday, February 15 OR Saturday, April 4, 1:00 to 4:00, PSRM Campo.

This course reviews motorcar operations. Motorcar operators must also take brakeman training. No fee.

DIESEL ENGINEER: Fridays, May 1, 8 and June 5, 12, 7:00 to 9:00, El Cajon.

This course covers the operation of our diesel locomotives, including the diesel engines, the electrical systems, locomotive operation and braking. This course is intended for those who've had some experience as brakemen and brakeman training is a requirement in order to be an engineer, but this course is open to anyone. Fee is \$10.00 to cover study materials.

To enroll in any of these classes, send a check (to PSRM) and your name, address, and phone number to: **Dick Ruppert, 8236 La Jolla Shores Dr., La Jolla CA 92037.** If you have any questions about the classes, call Dick at (619) 459-2573.

BUY-A-TIE DONORS SUPPORT TRACK GANG AT PSRM

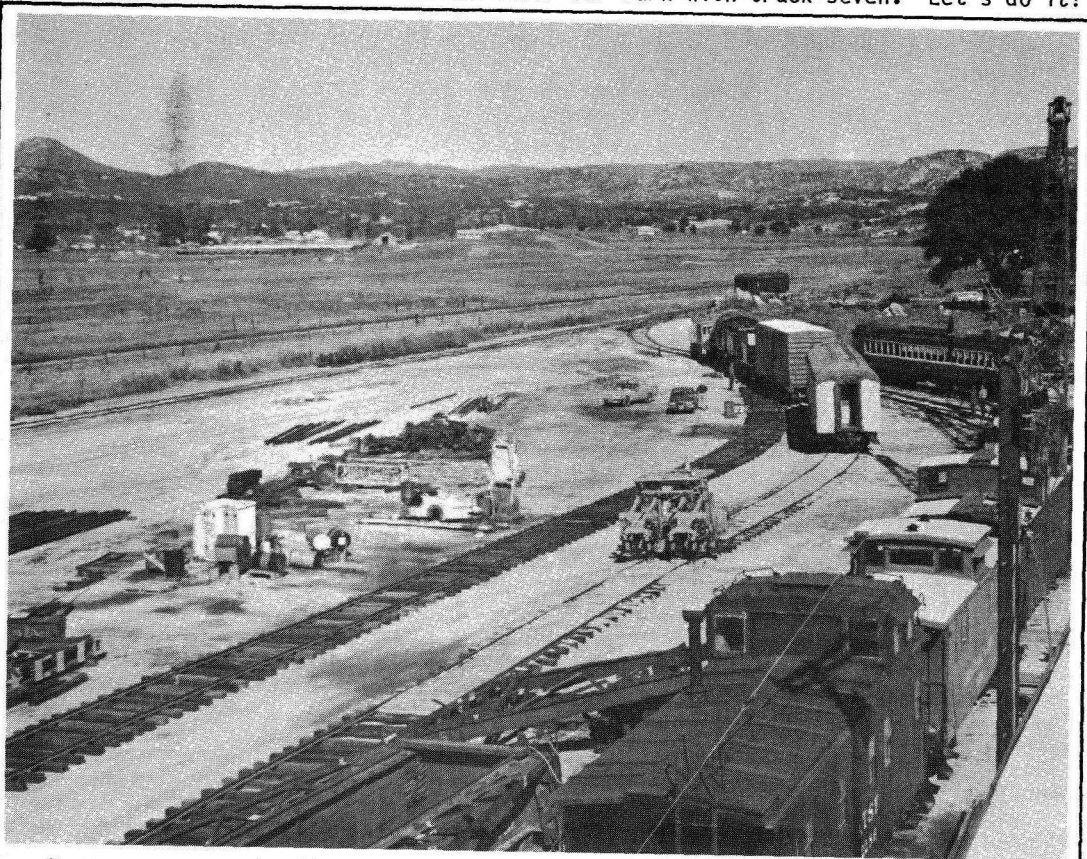
The track gang is back in business thanks to the donors on this issue's tie chart. There are 37 ties on the chart this time, that's 74 feet of track at PSRM, enough for a passenger car! Many of the members listed here are "regulars" on the tie chart, having funded more than a hundred feet over the last few years. **Wallace Schon-schack** has been marked up in the last three newsletters. **Darrel Bivans** is back again after being all by himself in REPORT #204. Where is **James Slingsby**? He is such a regular supporter that we miss him when he's not on the chart!

Bill Gunther sent in a massive donation spread over several projects and is the big hitter on this month's chart. **Tom Cheesborough**, a member from Coconut Grove, Florida, is the long distance champ this time. Some newer members have pitched in this time also to fatten the chart and help extend tracks five and six. **Tom and Larry Hieshetter** have ballasted the first several hundred feet of tracks five and six, donating the use of their dump truck and skid steer loader, as well as their labor. The labor pool for this month is very good. We have a lot of help from the

The labor pool for this project was an odd lot in the last few months. A visitor from the U.K., **Mike Whitten**, learned to throw the spike maul and then came back the next day and tried it again! Mike is restoring a Great Western Railway 4-6-0, the "Foxcote Manor", in the Welsh town of Llangollen (pronounced "Clangothlin!") and is quite a railfan. He is also now a member of PSRMA! The museum executive director was also in on the action last month, as was new member **John Bohn** from Los Angeles, who spent most of his first ever museum weekend laying iron.

Switch seven (the shop switcher pocket and loading dock track) was also laid out and partially spiked down last month. Switch seven is located on track six, just in front of the future engine shop. We decided to work on this switch because the only ties left on the property were a set of long ones for this kind of use. If this tie chart is any indication of what's ahead, we will be laying lots of the standard length kind in the near future. Thanks to all who have helped get the Buy-A-Tie effort back in business in such a big way.

If you can dig into your wallet to keep the spike mauls ringing, ties are \$14.00 a pop. Each tie supports two feet of rail. We need 36 feet to park a caboose and 70 to 80 for a passenger car. We are trying to raise enough for a truckload to finish five and six and to get started on the lower car barn with track seven. Let's do it!



Here is how tracks five and six look from the top of the car shop. The "Yellow Crab" track tamping and lining machine is parked in the middle of track five. To the right is "Caboose Row" on track four. **Brett Tallman** has been the tamper operator lately. **Larry Rose** is the usual bubble level reader. Since this photo was taken, track six has been ballasted and **Joel Cox** has installed the switch stand and adjusted switch six. (L. Rose photo)

(L. Rose photo)

RESTORATION FUND RAISING NEWS

The restoration war chests building for several projects are big winners this time, thanks to the folks on this Honor Roll. After spending big bucks to acquire and transport various treasures to the museum, the members are now backing the restoration and maintenance of these rarities with some big cash donations.

SP #2353

This locomotive was inspected last month by **Dennis Dougherty**, a steam expert and former officer of the well known Illinois Railway Museum, and **Jim Bistline**, General Manager of the Norfolk Southern steam program, who operates the best known steam locomotives in the country. Both liked the looks of this engine as our best choice for a mainline hauler. Dennis looked at all our steamers very carefully and picked #2353 as being in the best shape overall, an opinion shared by our own mechanical department.

JIM BISTLINE, probably the number one steam railroader in the country, visited PSRM Campo on a Thursday, ran into **Steve Wade** and was given a tour through the locomotives and cars. During his surprise visit, he also noticed the impressive size and condition of #2353. With so many knowledgeable fingers pointing at this engine, our mechanical department has begun working up a program to get #2353 back in steam even though #46 has more funding available, thanks to a special grant reported in the last newsletter.

RICHARD E. DROVER must like #2353, too. He sent in \$500.00 to back the rebuild effort! **ROBERT UNDERHILL**, **RAY** and **DEBBY PARK**, **EDWARD BRECK**, **DALE HARKER**, and **BOB TURNER** also sent in cash donations to get this project launched.

SD&A #1820

This big 120 ton diesel locomotive is attracting some financial backing also. Our mechanical types think they can get it going in six months! The project is off to a great start, thanks to the **NATIONAL PUMP AND INJECTOR COMPANY** of San Diego, who donated the rebuild of the governor on this engine. Cash support has been received from **MARK JENNINGS**, **JEANNE NICHOLLS**, **VERN COOK**, **JIM HAMILL**, **CHANDLER BACH**, **BURT KUCK** and **ALIX STRAW**. Two of our members who have passed on, Bert Straw and diesel foreman John Gieffels, have had memorial funds set up to benefit this locomotive. For some members, even death is not the final deterrent to their participation in the preservation of our railroad history.

SD&A #104

This locomotive is not a candidate for operation in near future, but **is** a candidate for our best preservation effort. It came to us in poor shape, having been badly treated by the salt air of its seaside home for nearly thirty years. **Earl Carlisle** and his dad are cleaning and painting this engine a square foot at a time. **BILL GUNTHER** and **BART BISHOP** have come to their aid with financial help. What we also need is some physical help to get this rarity cleaned up and painted. If you can't get your body to the scene of the action, your check via the U. S. Mail is the best substitute. We would love to raise enough bucks to get Earl his own air powered needle gun. Bill and Bart have made a nice start in this direction.

General Restoration Fund

Its nice to have a contingency fund to back up our efforts on a broad front. **JOHN BORDNER**, **JAMES FOERTSCH**, and **HELEN EDELEN** (all the way from Sedona, Arizona), have provided cash for this purpose. This is sometimes called the "finger in the dike" fund because it is used to plug holes that come up unexpectedly.

HONOR ROLL

Many thanks to the following members for donations of goods and services in the last two months.

DAVE SLATER arranged for the purchase of a mobile home for our live-in caretaker at a much reduced price. Dave is a mobile home broker when not serving as a conductor on our SD&A. He handled the transfer paperwork and transportation of this acquisition, as he did for our SD&A office trailer.

DALE PRESCOTT donated a drafting table with a built-in back lit glass top. This is the perfect tool for tracing old blueprints and technical drawings in our upstairs shop office.

MRS. LEROY O'BRIEN donated the memorabilia accumulated by her late father during a long career as an engineman with the Pennsylvania Railroad. Included was a pocket watch, time books, passes, rules book, old photos of engines and miscellaneous paper items, all from 1900 to 1920.

"**SEW WHAT'S NEW**", a yardage goods shop in San Diego, donated an electronic cash register, a large counter, and many store fixtures and cabinets which are now in use in our gift shop at the museum.

LA MESA DEPOT STAFFERS

by Margaret Collins

Thanks to our loyal crew of staffers, some of whom regularly give one afternoon a month, we are managing to keep the depot open. Others who enjoy showing our visitors around cheerfully fill in when the need is great. Is anyone else out there interested in joining us on a Saturday or Sunday from 1:00 to 4:00? Call me at 460-1242.

Our docents have received some media attention lately. Mary Kay of the Area Agency on Aging devoted her column in the Daily Californian to the work of some of our volunteers who are retired--and busy. **Russ Stockwell**, who has continued to be one of our regulars despite his wide and varied program of activities, was recently named Citizen of The Year by the El Cajon Chamber of Commerce. Congratulations, Russ!

NOVEMBER AND DECEMBER DOCENTS

Dan Botkin
Margaret Collins

Wayne Davis
Jack Ebey (2)

Al Ellis
Roy Pickering

Don Pope
Russ Stockwell (2)

QUOTE OF THE MONTH:

"You can always tell who the winners are; they're the ones not complaining about the rules!"

(Supplied by Don Getz, Operating Department)

MEMBERSHIP NEWS

STEVE WADE TOP RECRUITER

by Tanya Rose

We have determined the winner in the membership contest, as you can see. All the people who participated are responsible for bringing in a total of 220 new PSRMA supporters. My congratulations to each and every one of you recruiters; it was fun watching those applications arrive. I think I know why **Steve Wade** won. Quite a few of the membership forms had the last block in the "I am interested in getting involved in:" filled out to say "sending Steve far, far away", or words to that effect. What a testimony to the effectiveness of high pressure sales! As you can tell from the list below, there isn't a "Wade" in California who wasn't approached by Steve. For his efforts, he gets to fly round trip to anywhere PSA flies in the U.S. We hope he has a fun time. Runner-up **Dan Marnell** was nipped at the wire, but also made a tremendous effort on behalf of PSRMA.

Our traditional warm welcome goes out to our newest members listed and a big thank you to those who have upgraded their membership status. We have quite a number of new life members, among them **Elinora M. Winters**, owner of the **OLD OAK INN** in Campo, a place where many PSRMA restoration and train crew go for chow on weekends. If you wish to become a life member but find sending in the lump sum all at once not to be convenient, then I recommend joining on the installment plan. Call me at **619-469-3064** for details. Joining at this level can be done using a flexible system geared to fit your pocketbook. Several of our life members took advantage of this and it would be my pleasure to serve you, too.

I would like to acknowledge those folks who helped me greatly in 1986. Thank you, **Larry, Gene Ginder, Harry Doering, Margaret Barksdale, Vern Sweigard and Trig Stanley**. To you, and to those others who came forward when I needed you, my gratitude and appreciation.

CONTEST RESULTS

STEVE WADE 35	Barney Barnier.....4	George Houghton....1	Scott Thompson....1
Dan Marnell.....32	Jim Hamill.....2	John C. Cash.....1	Don Jones.....1
George Heflin, IV.. 7	Brian Valleau.....2	Ken Martin.....1	Charlie Wade.....1
Harry Doering..... 6	Margie Provost.....2	Roger Garrett.....1	William Attaway...1
Ed Gaede..... 6	Tom Cheesborough....2	Glenda Jo Cox.....1	Vern Cook.....1
Wally Schonschack.. 6	Jack O'Lexey.....2	David DiGiorgio...1	Gene Dramm.....1
Dick Ruppert..... 6	Nancy Getz.....2	John Baldwin.....1	Ted Kornweibel....1
Dave Slater..... 5	Larry Rose.....2	Richard E. Drover..1	David Landrum.....1
Roy Pickering..... 5	Hal Gasner.....1	Ed Duling.....1	Robert H. Meese....1
Diana Scheuerman... 5	Gaylen Dyreng.....1	Bob Spencer.....1	Brett Tallman.....1
Cliff Pennick..... 4	Darrel Bivans.....1		

LIFE

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66. Robert M. Hanft	69. Eleanora M. Winters
67. Harrison H. Green	

SUSTAINING

James B. Case

SUPPORTING

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Charles C. Leix Family	Steven Szabo

CONTRIBUTING

Dennis R. Crile	Margaret Secor
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Gordon Cologne	Walter D. Foster	Gilbert Fraunhar	Billie Fuller
Bill Gaede	Mr. H. K. Garges	William J. Gibson	David Goodheart
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Lee Kolterman	Bill Martin	Tony Lozze	Randall T. Naves
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Howard A. Schonschack	Roger Sherrard	Bill Thompson	Laurie Wade
Thomas E. Van Wormer	Naomi Wade	Rick Wade	Susie Wade
Gerry Wagner	Lois Wallen	William G. White	

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Gary, Regina, Danny & Scott Meese	Gary & Barbara Pandolfi	Bill & Jo Wisswell
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Tim & Emerald Ann Wamsley	Frank J. & Aileen M. Williams	

VIDEO EXCHANGE

A few members are forming an informal video cassette exchange group. They plan to exchange VHS films on railroad subjects. The cost to join is \$40.00, which is the cost of one film, or a donation of an existing VHS film you presently have. For more information write: **E. J. Gaede, 5711 Seaside Walk, Long Beach CA 90803.**