



A publication dedicated to Pacific Southwest Railway Museum Association members
March-April 2010



John Wright Photo

REAL PROGRESS ON THE CAMPO DEPOT REHABILITATION PROJECT

By Jim Lundquist

The months of February thru early April saw lots of progress on the rehabilitation of the Campo Depot lower level. After the close look at the exterior sheathing of the depot, the decision to re-sheathe the depot was made. The old boards and battens were cracking which allowed flying insects, dirt, sand and wind to blow into the

walls and into the depot. We removed the old lumber, added framing where required, and installed 30 pound felt paper and T-111 siding, all glued together to form an air tight joint. Every window downstairs was replaced, with another installed where old photos showed there had been one. The entire exterior of the depot has been renewed except for the upstairs porch entering the baggage room/gift shop.

Involved with the removal of the old siding and batts, priming and painting the new siding (both sides), installing the new siding, priming and painting the bats, installing the bats, cutting the trim boards, priming and painting the trim boards, installing the new windows and clean-up, have been **Daisy Welch** (a true painting fool), **David Weaver**, **Bill Armfield**, **Jim Lundquist**, **Frank Denison**, **John Shannon** and **Frank Stites**. **Larry Rose** also installed a new radio antenna donated by **Randy Houk** on the east end of the depot and **Bill Armfield** installed the wire. **Sabrina Lundquist** spent a day installing insulation in the walls and ceiling (one of those jobs many people love to avoid – way to go Sabrina). The goal was to finish all the exterior work before our work campers, Daisy, David and Bill leave us for greener summer pastures in April. Thankfully, that was accomplished.



John Shannon late in the day on April 24th as he finishes the batts on the NW (or track side) of the Campo depot. All the windows are new, custom-built to match the 1916 vintage originals and placed in the original locations. *Frank Denison Photo*

There is a still lot of work ahead to finish the waiting room. We need to finish installing insulation on the walls, install the new tongue & groove inside, sand, prime and paint the ceiling, paint the upper walls, stain the lower walls, install the chair rails, install base molding and clean and paint the floor. The majority of this work can be done with even one person plugging along without the need for several to hold up plywood, etc.

I can't begin to express my appreciation to everyone involved, especially the work campers Daisy (who came back just to paint this project!), David—who was my right hand man this winter—and Bill, who pitched in frequently. All of these people worked several days per week, then both full weekend days as well. Without their help, we would not be looking so great on this project. The job is taking way more time than I thought it might, but we have expanded the effort and it will certainly be a much better product when we are finished. Thanks again for the donation by the Helm Family which has allowed us to purchase most of the materials for the project.

STEAM WHISTLING

Jim Baker, Steam Foreman

If you were to take a look at Coos Bay #11, it wouldn't look like we accomplished much in April. But, we sure did.

As stated in the report for the first quarter of the year, in March, we had removed about three quarters of the sand and scale remaining in the water space around the firebox. On April 9, we finished the job. Our crew on that day was **Rich Paulus, Larry Owen, Dick Pennick, and I**. After using the vacuum for a while, I decided that we weren't getting much more sand out by that method. I fitted a jet nozzle on to the end of a 4-foot length of pipe, which was attached to a garden hose.

With assistance from Rich, we first washed out the front part of the mud ring. We started washing the sand out by shoving the hose up the outlet of the blow-down valve. We got a fair amount out this way. We had the discharge running into a 50-gallon plastic drum, so we wouldn't make such a mess with the sand, which is a heavy, fine, black, material. However, eventually, we stopped getting a significant amount of sand out. Then, from the inside of the boiler, I put the nozzle down into the sand near one corner of the mud ring. This washed sand out the corner wash out hole. We spread tarps down the side of the engine and on the ground to keep the mud out of the wheel bearings, and to collect the mud on the ground for easier disposal. We then worked our way up each side of the mud ring, using each of the four wash-outs on each side. Then, we worked around to the back head, and eventually all the sand was washed out from around the mud ring.

However, there was still a lot of sand on top of the rear section of the crown sheet. I had not been able to reach it with the vacuum cleaner. So, that was washed down into the mud ring from inside the boiler, followed by washing out the mud ring again. We didn't wash off the crown sheet first, because I was afraid that the large amount of sand might pack down too hard to wash out easily. But, by the end of the day, the boiler was clean!

Meanwhile, Dick and Larry started on what will be another fairly tedious project. There are a number of wash-out plugs that we didn't get out last month. They will need a lot of "persuasion." Using wrenches with long cheater bars where they could (space is pretty tight around some of them), and using mild heating and cooling, they managed to get several of these stubborn plugs removed.

On Saturday, a lack of train crew volunteers required that Rich and I work on the train. But, **Bob Nickles** was there, and worked in the morning before he replaced me as engineer. (I had a family obligation, and had to leave right after lunch). Last month, the head of one of the stubborn wash out plug broke off when we tried to remove it. He drilled a hole in the plug that was large enough to pass a hack-saw blade through. Later, the next week, Rich used a saw to make some radial cuts in the plug so it could be removed. **Mike Lucek** was there,

too. He used our ultrasound gage to make a few preliminary measurements. But, the instrument will need to be calibrated before the numbers mean anything. He'll have that done before next month.

So, for May, we'll continue on removing wash-out plugs, and get started on the ultrasound exam.

Our regular Friday/Saturday work weekend for the next three months will be May 7/8, (one week earlier than usual) June 11/12, and July 9/10. (Second Friday and the next day).

For further information or questions, please contact the Steam Foreman at baker@sdrm.org or 619-670-7441. All are welcome to come out and get dirty with us. Hope to see you there.

Operations Volunteers

Thanks to these people we still have a railroad museum. If we don't operate trains on our mountain railroad we don't get visitors. That would mean we could not earn enough cash to pay our bills. These members keep us alive.

The March Crew:

Jim Baker, Rich Borstadt, Bruce Deck, Dave DiGiorgio, Kyle Jensen, Don Getz, Tom Gray, Randy Houk, Lee Lent, Lynne Lent, Jim Lundquist, Jack O'Lexey, Rich Paulus, Dick Pennick, Don Pope, Ann Ruppert, Rob Stebbins, Daisy Welch

The April Crew:

Jim Baker, Ken Brown, Bruce Deck, Duane Dubke, Kyle Jensen, Alex Fiori, Don Getz, Tom Gray, Randy Houk, Diana Hyatt, Bob Nickles, Jack O'Lexey, Rich Paulus, Dick Pennick, Don Pope, Ann Ruppert, Bob Schussler, John Shannon, Rob Stebbins, Dave Tomeraasen, Daisy Welch, John Wright

You will see the names of these folks in a lot of other articles in the newsletter. Many of them go to the wall for us every weekend. At least three are current Board members and many others have served on the Board over the years. Many of our regular operations volunteers have gone on to full time railroad jobs all over the country. Our training program uses the Union Pacific Rule Book and safety regulations to get our volunteers off on the right foot for careers in railroading if they so chose. Contact instructor **Jim Baker** at the Museum if you would like to begin crew training.

THE SOUTHWEST RAILWAY LIBRARY

By Bruce Semelsberger, Research Director

PSRM has received funding from the Arnold Hunsberger Foundation to complete the temporary facility at Campo for the archival collection known as the Southwest Railway Library. According to some sources at the California State Railroad Museum in Sacramento, the SRL is probably the largest private collection of railroad artifacts, photographs, documents and other ephemera in the state. The collection has been largely in storage at Campo for the last six years after losing its previous home at the Santa Fe baggage building and has been inaccessible to the public with the exception of the photo collection in La Mesa.

The donation requires that work on the project begins as quickly as possible and the funding is staged so that progress must be made and reported for each phase of the project in order to procure the funding for the next

stage. I'm hoping that all of the people who have an interest in the library may be persuaded to assist in the labor of moving materials so that we can begin contracting for the actual construction of facilities by May.

The facility will consist of 5 large metal storage containers, already on the property, and a large office trailer, also already in place and refurbished over the last 1-2 years by our restoration department. The trailer has been placed on permanent jack stands and is capable of holding a considerable weight of furniture and materials. The office will also be the research room and a processing center for new donations. It will contain several computers and will have internet access via the museum's Wi-Fi system. Connecting the office and storage containers will be a wood deck. The containers will be insulated by a thick layer of foam and a hard external coating and the existing metal doors will be replaced by an insulated wall and people-friendly doors. Fluorescent lighting within each container with UV filtering will provide adequate illumination. Over the entire facility, a shade/ rain roof will provide extra protection from the elements. The resulting facility should be usable for many years and will provide a stable environment for the long term preservation of these irreplaceable materials while we raise funds for an eventual library and theater building with room for future expansion and displays. In order to complete the majority of the construction by the target date of late July; a number of things need to happen in a certain order:

1. The facilities design team must begin the drawings for the shade roof so that bids may be taken by May.
2. The old restroom trailer and the smallest of the five containers must be moved out of the way so that the large container currently located next to the car barn can be moved onto the library site.
3. The two partially filled containers on site need to be compacted by moving everything inside to the rear of the containers to make room for the materials currently stored in the car barn container.
4. The contents from the car barn container need to be emptied into the other two partially filled containers. Some of this material may also be appropriate for the office trailer or may not be needed at all, such as old office furniture, so everything must be examined as it is removed. There may also be some damaged material to be put aside.
5. The emptied container can then be moved onto the library site alongside the other three large containers and the smaller container replaced at the end of the row.
6. The electrical service can then be run between the containers. The master panel which supplies the office and the containers is already in place and the office is wired and operational. The fittings are already attached to the end container.
7. The container doors need to be removed and new well-insulated front walls constructed with smaller doors for easy access.
8. The shade roof supports need to be constructed.
9. The contractor can then be called in to spray the foam cocoon over the containers.
10. Completion of the shade roof will be the last major step needed to assure the protection of the archive.

Once the major part of the construction is complete, the finishing touches can be added- decking the area between the office and the storage facility, installing the lighting, painting, skirting the underside of the office, etc. At the dedication, a plaque will be unveiled dedicating the facility to the memories of Arnold Hunsberger and Charles Coval, who began the tradition of the Three Kings Train delivering gifts to the children of Tecate each holiday season. If we have estimated correctly, we will have sufficient funds left to purchase several new computers, install new Past Perfect software and buy archival envelopes, boxes and other storage materials. Then the REAL task begins, sorting, cataloging and storing the collection. Shelves need to be assembled to hold the materials that are most needed by researchers while the rest will be stored in a less-accessible manner. We very much need to begin training in using the software and setting up cooperative programs with the local school district and college history departments in the region. Some of this contact work can begin immediately.

If you are interested in getting in on the ground floor of this exciting project, please contact me as soon as possible at 619-264-7282. Even if you are not able to assist in any of the more rigorous tasks, there are a multitude of smaller jobs to be done including a LOT of cleaning and re-packing. No prior training or experience is required, just a love of railroads, history, preservation or simply a desire to be part of a fun and worthwhile enterprise.

Jib Crane Nears Completion



Mike Filicichia and **Glen Rogers** are shown here working on our SD&AE jib crane trailer. They have it upside down doing the mechanical work including changing out the Zerk style grease fittings. Much of the under frame has been stripped and prime painted. Once the finished "Fairmont Orange" has been applied the push car trailer can be fitted with a new hardwood deck waiting in the wood shop. **Jack O'Lexey** and **Larry Rose** cut the wood from some great maple boards donated by the Lane Stanton Vance Lumber Company of El Cajon. **Larry Rose** had the Fairmont paint custom mixed and took off tracings of the original lettering that will be applied to the finished trailer and the jib boom itself. Mike and Glen both recently became Life Members of PSRM and everyone is happy they found us and have jumped in with both feet.

Mike Filicichia has another talent. He is known as the "Engine Whisperer" as he has the uncanny ability to get motors started that have not been turned over in years. He has already fired up the green Fairmont gang car that was donated years ago and has never been lit off since we have owned it. Mike also gets the stake bed truck and the fuel tank truck started nearly every other week just to keep them

ready to go. Mike is also accomplished at getting dead forklifts started. We have four of them and getting them going is always a hassle every Saturday morning. Getting what we thought was dead equipment to run is a talent that is much in demand at PSRM.

Poly Photo club Visits PSRM

By Alan Haynes, Poly Photo Club

Members of San Diego's Poly Photo Club enjoyed a special train ride at the museum on Saturday, April 24th. Armed with cameras of all sizes, they photographed the trip from the Campo depot to the Mexican border as well as two run-bys.

The club members— and a few other lucky guests— disembarked just east of the Mexican border tunnel to capture images of the diesel-powered engine 3873 and its two passenger cars as it backed into the tunnel and then motored over the nearby trestle bridge. Later, the train crew performed another run-by just south of the depot near the crossing at Highway 94.



The Poly Photo Club shooting the Golden State at Division.
Alan Haynes Photo



Poly Photo Club Member Josi Ross enjoyed a ride in the Motorcar.
Alan Haynes Photo

After the trip, members found plenty of other photo ops back at the depot and display area. For more about the club, visit <http://www.PolyPhotoClub.com>.

HAYWARD HANDCAR TO COME TO SAN DIEGO IN MAY

This antique handcar, purchased last year for \$3,000 with donations from a number of contributors, will likely have arrived at Campo by the time you read this (in early May).

The late **Walter Hayward**, one of PSRMA's Founding Life Members, purchased the old hand-pumper many years ago, and loaned it to the museum on a number of occasions, including to transport the then-Mayor of Coronado and Miss Coronado to a special ceremony to observe the pulling of the first spike to scrap the old Coronado branch of the SD & AE in the 1960s. As a result, the vehicle was likely one of the last rail vehicles to roll over the old tracks that dated back to 1888.

Long-time member **Dick Pennick**—a personal friend of the Haywards' for many years—brokered the deal with Walt's widow, Maria, on behalf of the museum after Walt's death in 2008. Dick and his wife, Karen, drove to Utah to retrieve the vehicle in early May and delivered it to Campo on the weekend of May 8th. Member **Larry Rose** had done much restoration on the car during the years it was loaned to the museum.

The museum extends a warm "Thank You" to **Maria Hayward** for her gracious offer to hold the old hand-pumper for the museum while other parties had made offers to buy it. (D. Pennick)

Horseless Carriage Club Visits Museum

The one- and two-cylinder subset of the Horseless Carriage Club of America visited our Campo venue on Thursday, April 22nd.



Members of the Horseless Carriage Club board the Golden State at the campo Depot.
John Wright Photo

Fifty of the group's members and spouses braved the marginal weather that day to motor from Alpine to Campo for a special train ride to the International Border and return. Sadly, they were unable to drive their antique horseless carriages due to the weather, as they had originally planned. In the beginning, about 30 or so of the restored vehicles were expected to be displayed in our Campo Depot parking lot, and a barbeque lunch was to be an added attraction. The San Diego Union-Tribune carried two announcements on two different days, which contributed to nine additional paying passengers.

But all seemed to enjoy the ride and their sack lunch onboard, as well as the walking tours of our Display Building exhibits and shop complex. Many of the women were dressed in their period clothing. The train trip marked the first train to Tunnel 4 since the freight train operator erected a steel gate across the track to discourage undocumented migrants driving road vehicles through the international tunnel and

across the Lower Campo Creek railroad bridge into the U.S.



Trainman Jim Baker explained the workings of Santa Fe 2353 to members of the Horseless carriage Club. John Wright Photo

Special thanks to members **Ted Kornweibel** for setting up the original event; **Jim Lundquist** and **Dick Pennick** for additional promotion; **Daisy Welch** for her Ticket Agent efforts that day; the volunteer train crew of Conductor **Don Pope**, Engineer **Don Getz**, and Brakeman **Dick Pennick**; museum docent and tour guide **Jim Baker** for a tour of our Display Building; **Dick Pennick**, who offered to provide a shop tour, including our 1932 Model A-powered railbus and a visit to the locomotive cab after his train duties were finished; the behind-the-scenes efforts of Museum President **Diana Hyatt** and Carrizo Gorge Railway train Dispatcher **Carlos Ayala**; and the staff of the San Diego U-T newspaper for the publicity. **Tony Neff**, local publisher of the monthly newspaper, Back Country Messenger, made an appearance to do a story for his next edition, but the absence of the antique autos took away his planned photo opportunities. (D. Pennick)

Old Railroad Telephone Booth Acquired

Thanks to a call from the museum's good friend **Carl Calvert**, owner of the **Campo Motor Transport Museum**, PSRMA is now the proud owner of a genuine concrete Southern Pacific Railroad telephone booth.

Carl had an opportunity to acquire two of these booths from a junk dealer in Yuma who had purchased the artifacts from successor Union Pacific years ago, and offered one of them to the museum for his cost: \$150, which included transportation on Carl's trailer to Campo.

The two booths had been installed at Wellton station, 37 miles east of Yuma on the orig. 1878 main-line. Wellton later became the junction for the new "Phoenix Main Line" that finally moved Phoenix out of branch-line obscurity and onto the main line for name trains such as the *Golden State* and *Sunset Route*. This new track was completed in 1926. A photo of the booth appears on P. 810 of David Myrick's *Railroads of Arizona, Vol. II*.



The cylindrical monolithic reinforced concrete booth was built to one of SP's standard designs, very similar to those used on our own San Diego & Arizona Eastern Railway. The major difference is the overhanging roof eave (SD & AE booths had no eave). Inside was located a hand-crank wooden wall-type magneto telephone wired to the adjacent telegraph wires, and a small shelf for the use of the train conductor or other employee. The booths had wood doors locked with a heavy-duty switch lock.

Several original concrete booths remain on the SD & AE, including one at Division, near the International Border west of Campo. This booth can be seen from the museum's regular weekend "Golden State" train. Rather than disturb the original "historic fabric" of our home railroad, it was decided to acquire the almost-identical Wellton structure. A suitable magneto telephone will be sought to replace the missing one, and a new door assembly will be fabricated. A descriptive plaque and telegraph pole will be added to the mix as time and manpower permit. For now, the relic resides outside the Display Building at Campo, awaiting further interpretation.

The museum thanks **Carl Calvert** for the opportunity to preserve this relic and to members **Larry Rose** and **Dick Pennick** who chipped in \$75 apiece to give it a new home. (D. Pennick)

Tehachapi Depot to Re-open

Courtesy of Carol Westover

Friends of the Tehachapi Depot will be holding a grand re-opening ceremony on June 5, 2010 from 12:00 noon to 4:00 p.m. with a ribbon cutting ceremony at 1:00 p.m.

The Depot Museum will be home to the Stokoe collection of more than 300 railroad artifacts. On exhibit will be working tools, dinnerware, photographs, and other historic equipment. A three-dimensional display of the Tehachapi Loop will be the highlight of the Loop Orientation Center, and the Museum gift shop will have souvenir items for sale.

Outside in the Railroad Signal Garden, full size railroad signals will be installed. Many of the signals, if not all, will be operational. These and other historic items will tell the story of the building of the Tehachapi Loop and its importance to the railroad industry, the State of California, and the town of Tehachapi, CA. For more information, call (661) 823-1100 and leave your name and contact information. Someone will get back to you as soon as possible.

Library Help Wanted

This report goes out to some members who may not be on the "trains" list but who have expressed an interest in the library. If you would like to be part of the effort to reopen the library in a new facility at Campo, now is the time! Those who come out and help now with the moving and organizing will be the first ones called to help work with this incredible collection when the facility is complete.

We can cross the first item off of the list- Thanks to the valiant efforts of **Frank Stites**, **Bob Underhill**, **Harold Whalen** and myself last Saturday, the containers on site have been reorganized and compacted, freeing up about a container and a half of space for transferring all of the materials from the car barn container. This was better than I expected, and it will allow for better sorting during the transfer, also for leaving an isle of space for easier access to the transferred materials. A good number of boxes containing office stuff and references were also moved into the office, and the small artifacts from the former library location were also set aside for transfer to the exhibits lab. A pretty good day's work!

I also opened the car shop container and verified that while most of the contents seem to be in good shape, a number of boxes were damaged from leakage through the roof prior to our major repair job last year. I removed about a full box of books for mold and mildew treatment, hoping to save them even if not in pristine condition. Some will need to be re-bound from damaged covers. Other boxes in the area beneath the leak were not accessible and will have to wait for the full unloading.

This big job will require at least 8 people and a couple of pickup trucks, so I'm not going to schedule it until most of the depot rebuilding is complete. Stay tuned for further news on this!

Last but not least, **Ted Kornweibel** has taken on the task of completing the estimates for the cocooning and shade roof projects, so we hope to have more details on this phase shortly. Thank you, Ted! (Bruce Semelsberger)

New Wild Bill's Retail Center Offers Free Fuel to Museum

Doug Wright, owner of Wild Bill's Retail Center and service station at Cameron Corners across the meadow from the museum, recently extended to the museum an offer of quantities of free gasoline and discounted diesel fuel.

The gas is used in the museum's fire protection motor cars, and the diesel is used in its locomotives that pull the weekend trains. Although the diesel offer is currently being evaluated, the first gas under the new program was obtained by member **Dick Pennick** on the afternoon of April 18th to refill the museum's gas cans.

For the time being, Dick will be the designated museum representative to obtain gas under this program. If you have any questions, you can reach Dick through the museum at (619) 465-PSRM.

The museum thanks Mr. Wright for his generosity and support of the museum's mission of historic preservation, education and interpretation, and to Dick for brokering the deal for the museum. (D. Pennick)

Congress of History Awards Jim Crow Car Restoration

On March 5th, San Diego's Congress of History presented its "Special Projects" award to the museum for its restoration of the 1886 "Jim Crow" segregated passenger-baggage car No. 3 from Texas short line Rockdale, Sandow & Southern by way of Hollywood movie lot.

The award was presented to museum Project Manager during the Congress' annual conference near San Diego State University. PSRMA also had an information table at the Conference, ably staffed by members **Duane Dubke**, **Bruce Semelsberger** and **Dick Pennick**.

The restored car, still awaiting its final lettering and installation of replica oil lamps, is currently on display in the Display Building. Come see it. (D. Pennick)

Holding Down the Fort

By Larry Rose

There is always a mad scramble each week to find a volunteer to greet visitors in our display barn, show them around and answer questions. **Ken Brown** sends out the Call Board each week that he calls a "beg-a-thon." This board is where train crew, motor car crew and docents sign up for duty at our railroad museum. Most positions are filled in at the last minute. Sometimes getting crew will take volunteers away from the depot restoration project or some other project. One of the most difficult jobs to fill is also easy compared to the others and that is the display barn docent. All you have to do is have a mildly effective gift of gab.

The docents for March and April were **Ann Rupert** (3) **Daisy Welch** (3) **Bruce Deck** (2) **Lee Lent** (4) **Dave Tomeraasen** (2) **Ken Brown**, **Jim Baker** and **John Wright**. As usual, most served several times. Everybody should try this job just to enjoy the fruits of our restoration labor and to show our exhibits to visitors who, for the most part, have no idea what we have on display in our exhibit barn. The 1881 Rockdale, Sandow and Southern wooden combine is the latest addition to our restored collection, having been moved in two months ago. Restoration Chief **Ted Kornweibel** and his crew of **Harold Whalen**, **Frank Stites** and **Bob Gerdes** spent eight years restoring this car. Now it's time to share it with the world. Sound like fun? Sign up on **Ken Brown's** Call Board:

<http://members.cox.net/kenbrownpl2/PSRM/Callboard/>

BUY A BRICK

By Jim Lundquist

The Buy a Brick funding raising effort gained \$500 in April. Our thanks go out to **Ray Noyes** who purchased three bricks for his family (\$300) and to **George Porter** who purchased one brick (\$100) and had his donation matched by his former employer. Many thanks to these gentlemen and all the others who have donated to the cause.

New Members

March

Ken Moon

Pat and Cherie Smith, Family

Christine Hendrick, Family

Frank Dodderer, Family

April

Stephen Strickland, Family

Chris Adams, Family

Joel Margolis, Family

Magdalena Laffaye, Family

Elaine Boyd, Family

Kevin Lumsden

Sacred Rocks Reserve, Supporting

From the Editor's Desk

By John Wright

The most difficult job to fill in PSRM has always been that of the newsletter editor. As of this issue, I have taken over as the editor of *Hot Scoop*.

I am a retired US Navy Chief Petty Officer, trained as a navigator and salvage diver. I served in the Expeditionary Warfare Community. I also had a civilian career in the aviation industry as an assembly line mechanic at Ryan Aeronautical in San Diego. I've been a semi-professional photographer for many years and have recently been involved in aviation journalism with a monthly general aviation newspaper based in Colorado.

In future months I hope to return to monthly publication and am contemplating a number of new features in the *Hot Scoop*. Submissions are always welcome and can be sent to me at hotscoop@psrm.org.

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Media Coordinator: Dick Pennick; dickpennick@yahoo.com

Recent Donors:

March:

Larry Rose, \$1000, Shop Concrete Project

Robert Buchanan Jr., \$25, General Fund

Alan Brill, \$1000, General Fund

April:

Dick Cochran, \$100, Hand Pumper Fund

Ken Brown, \$1000, Qualcomm Matching Grant

Herb Kehr, \$100 Hot Scoop Budget

Sacred Rocks Reserve, \$25, General fund

A very hearty **Thank You!** goes out to these generous donors that have graciously contributed to the museum.

From Around the Museum:



L to R: Dave Weaver, John Shannon, Daisy Welch, Frank Denison and Jim Lundquist at the end of a hard day of depot restoration. John Wright Photo



**PSRMA
Presents
Trains, Folk Music & Food
Saturday, May 22, 2010**

Join the Volunteers of the Pacific Southwest Railway Museum Association at a Folk Music Festival to be held at the Museum's Campo facility on the evening of May 22, 2010. First, a train excursion will leave the Campo Depot at 4:30 PM. A barbecue featuring hotdogs and hamburgers will then be offered at 6:00 PM at the Campo Depot when the train returns.

Starting after dinner, everyone will be invited to join in singing the old fashioned folks songs America grew up with - the ones Grandma and Grandpa sang around the dinner table. Song sheets will be passed out and we will be lead in singing by the duo **Trails & Rails**. Bring the kids and teach them the American songs we grew up with. It's sure to be a fun time. The festivities will end at 7:45 PM.

Cost including train excursion:

Adults: \$25

Children 6-12: \$15

More information, including ticket ordering and bus transportation can be found at:
<http://www.sdrm.org/events/barbeque/>



**PSRMA Presents
Father's Day Special
Barbecue and Live Music
Sunday, June 20, 2010
* * ***



We have a special event planned to celebrate Father's Day at the Campo Railway Museum.

Bring out dear old Dad and treat him to a one-hour train ride and special BBQ lunch (prepared on-site) with the whole family. Drinks will be on sale in the gift shop. We will also feature live music with American trains songs performed by the duo **Trails & Rails**.

There are two starting times, either the 11:00 A.M. train ride with the Museum tour and food after the train ride, or food first, then tour, then 2:30 P.M. train ride. Music and food will be available between the hours of 12:30 P.M. and 2:15 P.M.

Reservations must be made in advance to earn a \$5 discount per ticket. The tickets cost only \$25 for adults, \$15 for kids 6-12, children under 6 eat free with one paying adult per child, otherwise \$5 each. Reservations will be taken until 72-hours before the event. After that time, space permitting, tickets will be available at the Campo depot for an additional \$5 per person.

More information and ticket ordering can be found at: <http://www.sdrm.org/events/fathersday/>