Dec. '78

REPORT

No. 153

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

Season's Greetings



TOY TRAIN TRADITION SHOWS THAT SANTA'S A RAILFAN TOO!

A toy train on a circle of track is a Christmastime tradition that has become as much a part of the American scene as baseball and apple pie. Many lifelong train buffs began their love affair with the rails because of this tradition, as did the little girl in this photograph taken in 1908. The little tyke shown here is none other than PSRMA's own Mildred Woody, who still operates a toy train in her living room seventy years after her dad snapped this scene on the old Kodak.

DEPOT ROLLS HOME

by Larry Rose

On Tuesday morning, November 21st, a battered railroad relic rolled quietly into town and was placed in a fenced enclosure behind the police station. The old La Mesa Depot is home at last and is stored temporarily only a few hundred feet from where it was built in 1894. The city of La Mesa will make a decision soon on a final location for the station. The most likely spot is along the tracks at the intersection of Nebo Drive and Orange Avenue only about sixty feet from where the depot is now stored.

The local news media took note of the occasion with Channel 10 doing a three minute piece on the evening news Thanksgiving Day that included old SD&AE steam locomotive footage and an interview with PSRMA General Manager Larry Rose by newsman Jack White. Eric Sanders provided historic photos of the depot that were also used in the TV spot.

The San Diego Union ran a feature article with photo about the depot move in the November 22nd edition. Virginia Spiller, longtime east county reporter, gave PSRMA some terrific ink with her article taking up the top one quarter page of the local news section.

Restoration of the depot can't really get underway until the structure is placed on a new foundation and squared up. The twisting and racking of the building during moving even a short distance would pop shingles and woodwork would become out of plumb.

PSRMA is already building a restoration fund for the depot with the sale of our Pacific Southwest Railroad Calendar and drumbeating for donations in the community. The La Mesa Historical Society will help in raising funds locally also. Two truck loads of cedar shake shingles have already been scrounged with the help of member John Hunter of Poway. Norm Hill, Larry Rose and Jim Lundquist provided labor and transportation.

When restored, the depot will provide an office for PSRMA and a meeting place for the Board of Directors. Artifacts of early La Mesa history will also be displayed. At that time, a much needed item for the station will be a pot bellied stove. Now is the time to start searching for this hard to find item.

Honor Roll

ANITA RHEIN---sent in a cash donation for the La Mesa Depot Project. Anita is also a regular Victoria staffer and a longtime member of PSRMA.

DR. WENDELL NAISH---donated two brakeman's lanterns used on the Pennsylvania Railroad by Harry B. Warren, who last used them in 1922.

JO PRESSNALL, DIRECTOR OF STAFFING---Not enough good things can be said for what this super lady does for the museum. She even sent in a fat cash donation as a "reward" for the restoration crew's work on the Victoria while most of PSRMA was riding the train to Puerto Penasco.

VICTORIA STAFFERS

by Jo Pressnall

November and December has no doubt been busy for our loyal staffers, but still they took time to introduce our winter visitors to Victoria. Ray Lethbridge called me especially to volunteer going down occasionally on his week day lunch hours and opening up. He was able to collect extra donations for us. Thank you, Ray, for that extra boost to our coffers and my morale!

We have several new staffers this time and are happy to welcome them. The asterisks indicate who they are. Also staffing this November and December were our usual foot-troops. Call me at 435-5022 (collect, if necessary) and I'll place you with an experienced staffer who would be pleased to show you the ropes. I'll be listening for your call!

Thelma & Nick Nichols
Curtis Croulet
Frank Kearney
Ed Smith
Mike & Steve Retz

*Fred & Leslye Moffett
Ron Milot
Carole Lande
George Geyer
Ray Lethbridge

*Jimmy Hamilton
Jo Pressnall
*Berle & Kathi Maxey
Ward Fagan

Larry Rose
Ray Archer
Ron Zeiss
Tanya Rose

Industrial Railways of San Diego County by P. Allen Copeland

PART ELEVEN---PACIFIC COAST STEAMSHIP COMPANY

Holding the title of the first industrial railway, the railway facilities owned by the Pacific Coast Steamship Co. were also the first railway of any kind to operate in San Diego. In 1868, Alonzo E. Horton commenced construction of a wharf near the foot of Fifth Street, extending about six hundred feet to deep water in the bay. The wharf was completed in 1869 at a cost of $45,000. All steamer activities of the Pacific Mail Steamship Company were transferred to the new pier, and this firm purchased the facility in 1872. Tracks were laid on the pier that year, and four iron dump cars were brought in by steamer to haul coal from ship to shore. Horses were used for motive power. Later, a small passenger car was brought in to save steamer passengers the quarter mile walk. On May 24, 1873, the San Diego Union remarked that "the engine on the railway track of the Pacific Mail Steamship Company's Wharf ran off the track Thursday near the shore end and was not found until Saturday". The engine was a horse.

The Pacific Mail Steamship Company came under the control of Goodall, Nelson and Perkins and was reorganized as the Pacific Coast Steamship Company in January, 1875.

In 1881, the California Southern started construction of its line from National City north to Colton. The location at Fifth Street in San Diego was on a fill about fifty feet out from the shoreline of the bay. The steamship wharf had to be lowered six inches to meet the grade of the California Southern where it crossed the steamship company's railway. The first crossing accident was recorded shortly after the crossing was installed when a California Southern engine ran into a car of coal drawn by horses. The horses escaped, and the coal car was knocked into the bay.

Early in 1882, the wharf was completely rebuilt and the railroad track standard gauged. The California Southern's locomotives were too heavy to operate on the wharf, and as the steamship company wanted to control the operation of the railroad on its wharf, two small steam locomotives, enclosed with bodies to make them look like streetcars, were purchased from the National Iron Works in San Francisco. The engines, called "steam motors" or "dummies", were named "Captain Goodall" and "William McKinley". They were placed in service in June of 1882. Several four wheel flat cars were also acquired, and an interchange track with the California Southern was added to the wharf. The California Southern was later renamed the Southern California and eventually became a part of the Atchison, Topeka and Santa Fe Railway.

In 1886, a huge tourist resort hotel was constructed in Coronado on the ocean front. Ferry service from the steamship wharf to Coronado across the bay was inaugurated, consisting of a steam launch and a tug boat towing barges in which the passengers rode. The steamship company built a large passenger car to carry passengers between the ferry and the shore. This service was discontinued in August of 1886 when the Coronado Ferry Company was organized and commenced service using more suitable vehicles and facilities. A third locomotive was obtained in 1888, very similar to the first two and named "Senator Perkins".

The Pacific Coast Steamship Company engines were used at various times on other local steam motor lines. It is believed that one was in service on the San Diego and Old Town Railroad before their new Baldwin motor arrived in 1888. Another was used on the National City and Otay Railroad hauling rail and material for construction. In 1888, one of the "dummies" was used by the Roseville and Pacific Beach Railroad, being used to open that line in April.

In 1887, the steamship company constructed a new office and terminal building at Fifth and "L" Streets. The building was sixty by two hundred feet with ten foot platforms and tracks serving both sides. Additional tracks served a lumber yard on "L" Street. The Pacific Coast Steamship Company was doing a large volume of freight and passenger business during this period and an additional coach of the open type was obtained from the Coronado Railroad. Advertistments of the period announced that for the cost of five cents, rides could be obtained from the terminal building to the end of the wharf.

The "Captain Goodall" was retired from service in 1907, and in 1908 a new 0-4-0T engine, named the "San Diego" was purchased from the American Locomotive Company, and assigned the number 1. In July, 1913, another 0-4-0T was purchased, also from the American Locomotive Company and carried the number 2. The two remaining dummys were retired and stored in a shed near the end of the wharf. About 1914, the "William McKinley" and the "Senator Perkins" were sold for scrap, while disposition of the "Captain Goodall" is unknown.

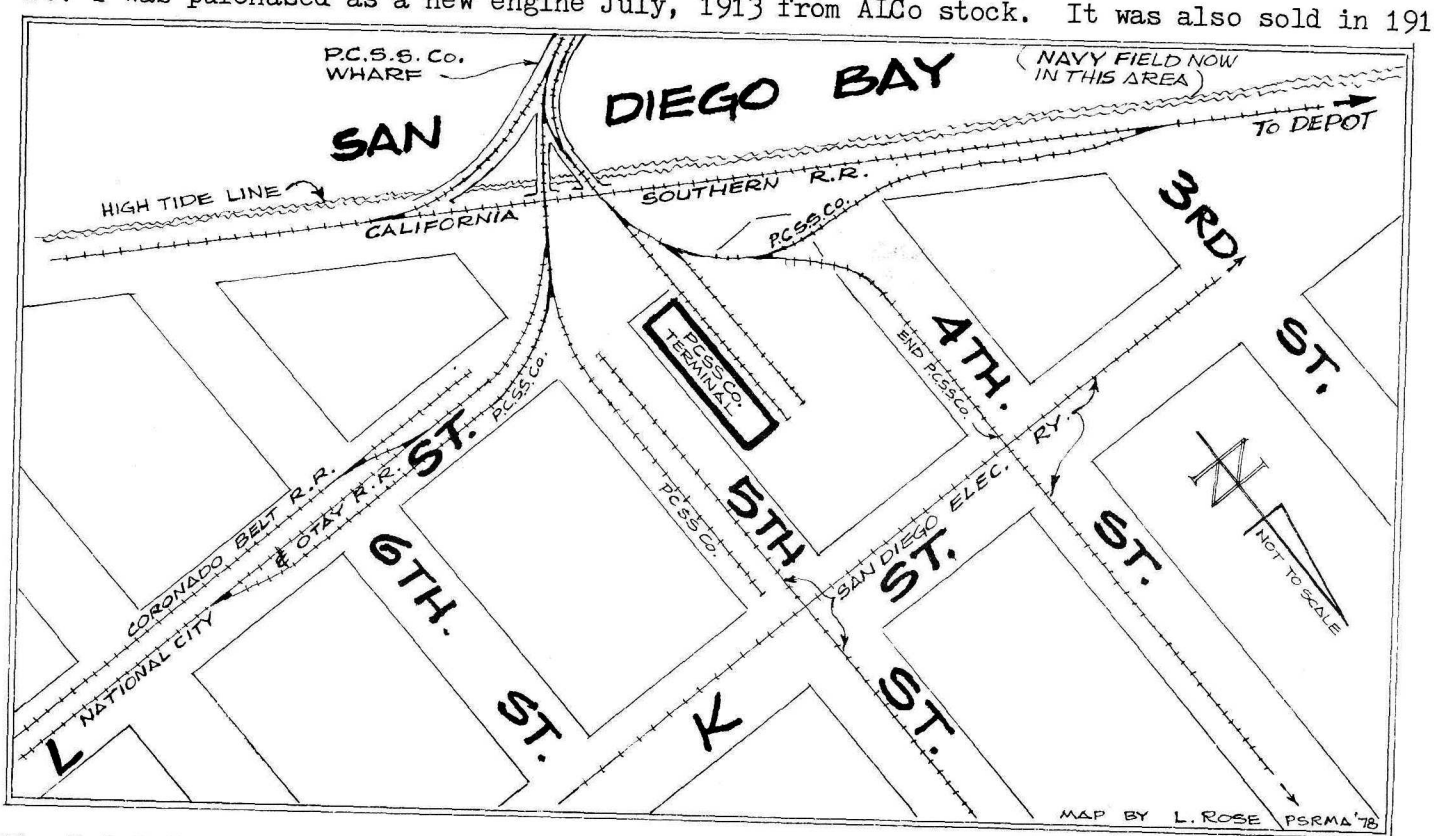
San Diego had built a new pier at the foot of Broadway in 1912, and gradually all shipping activity was transferred to that location. In 1919, both remaining locomotives were disposed of, one going to Fontana to haul garbage for a hog farm. The bay had been filled in extensively, and in the same year the old wharf was abandoned and obliterated by fill. The terminal building was cut in half the same year to make room for the main and yard tracks of the San Diego and Arizona Railroad. The remainder of the building survived as a warehouse until the early 1960's when it too was dismantled, the last tangible remains of the Pacific Coast Steamship Company in San Diego.

Roster of Locomotives:

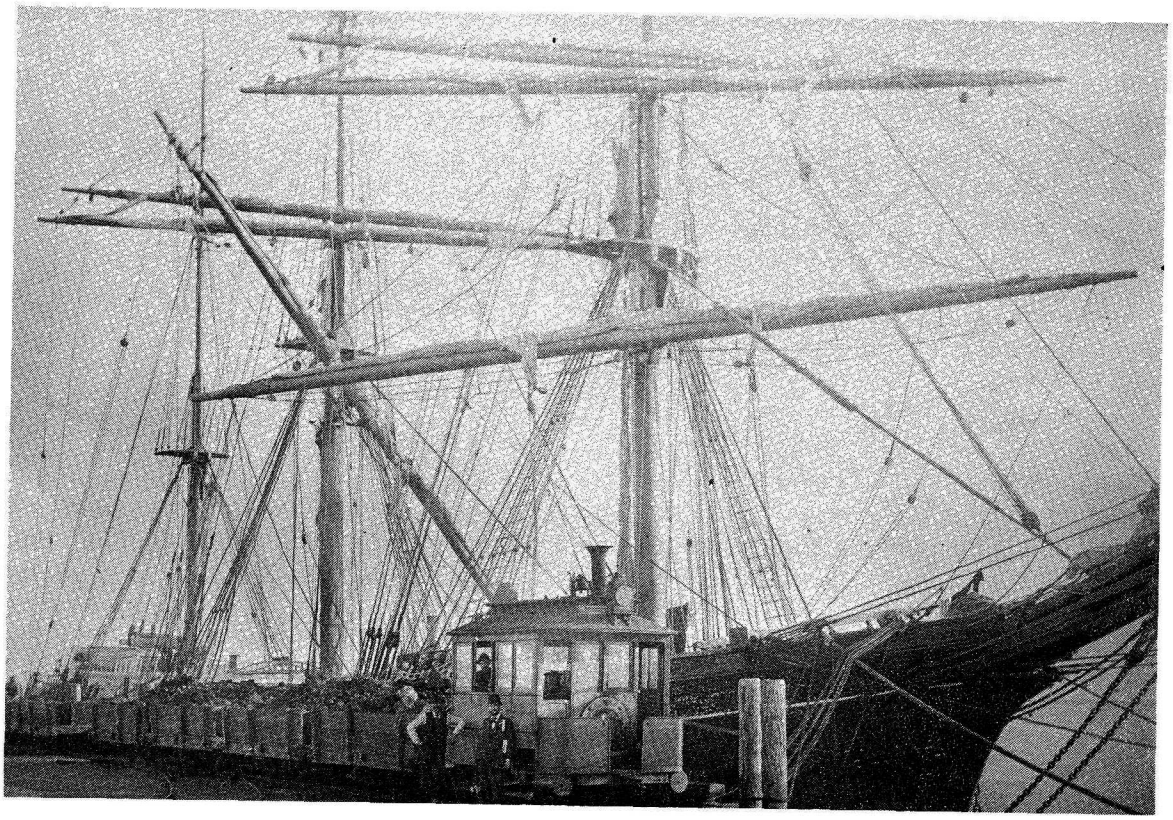
Pacific Coast Steamship Company
Standard Gauge

CAPTAIN GOODALL		0-4-0 Dy.				Natl. Iron Works		/82
WM. MCKINLEY		0-4-0 Dy.				Natl. Iron Works		/82
SENATOR PERKINS		0-4-0 Dy.				Natl. Iron Works		/88
SAN DIEGO	1	0-4-0ST	29"	9x14"	24000	ALCo-Dickson	#45556	7/08
	2	0-4-0ST	29"	9x14"	27000	ALCo-Rogers	#46526	9/09

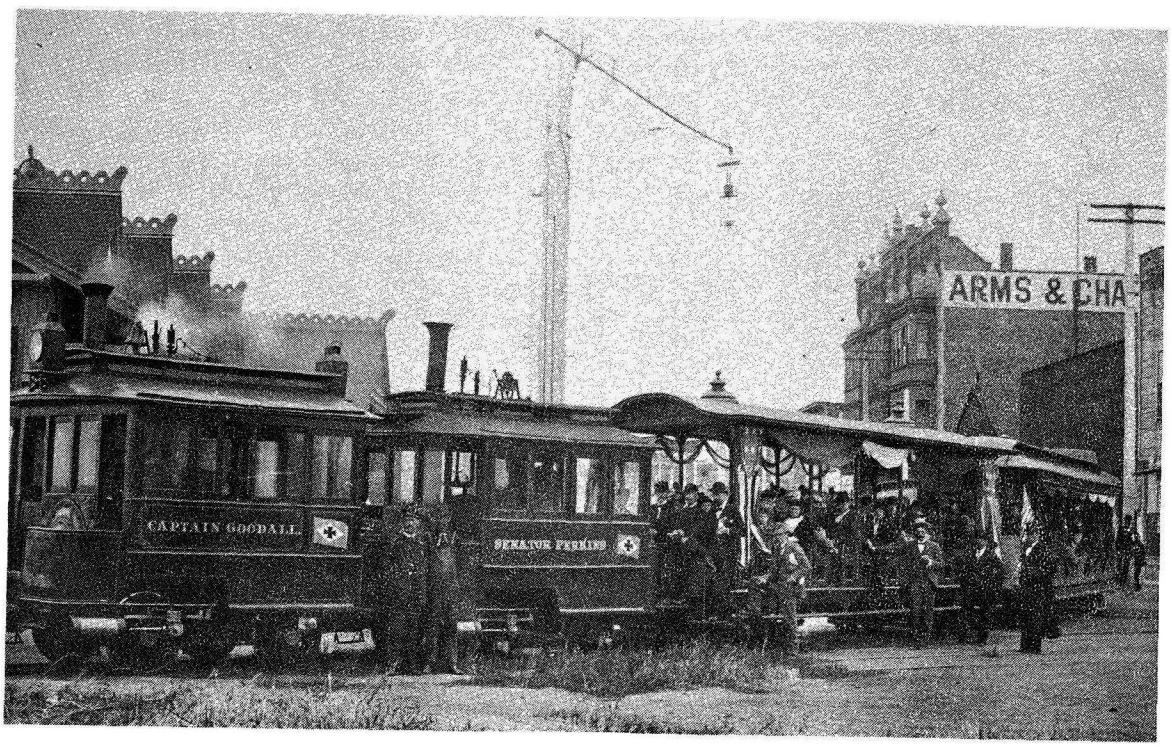
The "Captain Goodall" was retired in 1907. Its disposition is unknown.
"William McKinley" and "Senator Perkins" were retired in 1913 and sold for scrap in 1914.
"San Diego" was sold in 1919 to the Fontana Farms Co., Fontana, California.
No. 1 was purchased as a new engine July, 1913 from ALCo stock. It was also sold in 1919.



The P.C.S.S. Co. terminal area about 1890 with connections to four railroads.



This 1890 photo from the Southwest Railway Library collection shows one of the P.C.S.S. Co. steam "dummies" ready to haul a train of coal hoppers from ship to shore.



Two P.C.S.S. Co. steam "dummies" prepare to haul a train of excursionists from 5th Street out to the wharf about 1890. At left is the terminal. (S.R.L. photo)

RESTORATION NEWS

by Ken Helm

Restoration efforts reached a peak this last month with as many as fifteen people working on the equipment at one time. As of this writing, the cab interior of our Shay loco is painted and is a thing of beauty. The back-head and rear of the oil bunker are gloss black; the rest of the cab is an original cab green. Next week, the exterior will get its coat of gloss black followed by gold accents. Dick Mc Intyre has finished a super job on the tender (except for two plates). The interior will now be painted with marine bilge paint and the final two plates put in after. Enough cannot be said about this very difficult job undertaken by Dick. The entire tender has been renewed from the floor up to a 1½ foot level. He has the thanks of the museum for a job well done!

Elsewhere, new second level floors have been installed in each end of our boxcar. This allows a lot of storage space for rarely used parts above and much more room below. The floors took about half a day to build, with Jim Lundquist, Larry Rose, Norm Hill and Ken Helm cutting, sawing and banging thumbs. Norm and Tom Collins spent another Saturday cleaning and rearranging. Now we can actually find a part if we need it!

Jack Linn continues on the kitchen car. This month, the remainder of the side windows have been re-glazed. Russ Sargeant lent a hand on the cupola windows and glass is now being cut for installation up above. The car is now a pleasure to work in with all that blinding light the **greasy** restoration rats aren't used to seeing. Also, Harry Hurry has undertaken restoring all the electrical in the car; some replacement is needed due to a fire caused by bums while the car was in transit to San Diego several years ago.

As usual, Knud Antonsen tweaks the diesel. This month he attended to the battery recharge system as well as constructing needed battery cables out of heavy-duty arc welding wire. This is much better than our previous "Mickey Mouse" system.

Finally, last month saw electrical power restored to #1509 and #576 for the first time in many years. An arc welder was needed to service the Victoria anyway, so Ken Helm brought it up and hooked it up to #1509 and #576. Ron Milot helped with the wiring and it was a pleasure to again see lights in the two cars. When Ken threw the blower switch on #1509, it sounded like a turbine spooling up, dumping dust into the car. But once it was running, it made a sweet sound to hear again.

Helping out last month was the usual PSRMA "Greasy Overalls Platoon". Special thanks to Ron Milot for brewing coffee and hot chocolate in the #1509 galley during the recent cold snap.

Membership News

by Tanya Rose

As you know, the membership contest ends January 1st. John D. Corder is ahead of his closest rival T. Rose by a score of 57 to 54. Bob Martin is holding down third place with 29 points. Remember, there is still time to win a calendar if you recruit a new member.

I would appreciate prompt renewals this month. It would save me a lot of paperwork in sending out second notices; so many of you are due this time of the year. Thanks a lot! New to our ranks are the following people:

REGULAR MEMBERS

John F. Hathaway
Bobby Holloway
Shelley Holmes
Bernard Wickizer
Kirkseg Ziegelman

CONTRIBUTING MEMBERS

Ralph E. Bell
Carmen Clary
Rosemond F. Cook
Bob Deakin
Charles Riefstahl

FAMILY MEMBERS

Jerald W. Cochran & Jerald Jr.
Frank & Ada A. R. Cooke (upgrade)
Robert & Rose Hull
Louis C. & Ruth Maples (upgrade)
Frank & Frances Munster (upgrade)

VIEW from the VESTIBULE

by Jim Lundquist

MTDB

The Metropolitan Transit Development Board has kept pushing on the light rail transit plan this past month. The next hurdle is the approval of advanced funding from the California Transportation Commission, which is expected on January 25th. Almost immediately after that action, the MTDB will buy the San Diego and Arizona Eastern Railway from the Southern Pacific and petition the ICC to approve the sale. The ICC has already been asked to start the paperwork involved. Hopefully, their approval will be swift.

In the meantime, three board workshops will be held to finalize the plans. On December 18th, the MTD Board will select an operations plan, vehicles, and station locations. On January 8th, they will decide on station design including the building and parking, fare collection system and organizational plans. The last meeting will be held on January 22nd and cover Centre City design, SD&AE rehabilitation, development budget, schedules and elderly and handicapped features. All of the workshops are open to the public and are held in Room 2000 of the City Administration Building, starting at 5:30 pm.

AMTRAK

The final Department of Transportation (DOT) plans on Amtrak's routing are expected December 31st. Despite ICC recommendations based on public hearings not to cut routes, the DOT is expected to call for the dropping of the San Francisco Zephyr, Pioneer, National Limited, Cardinal, and either the Empire Builder or the North Coast Hiawatha. In addition, the Office of Management and Budget for the President has also recommended cuts for Amtrak . I strongly advise you to write your representative if you favor trains as a public transportation option. I would also suggest you tell him that work rules on the railroad must be changed in order to increase productivity.

Amtrak has announced that it has accepted the first bi-level "Superliner" car and is buying ten F40 locomotives.

RAILROAD NEWS

The Denver and Rio Grande Western is seeking ICC approval to cut back the Zephyr (former California Zephyr) so that it runs from Denver to Grand Junction, not through to Salt Lake City. This route is the most scenic of the standard gauge railroads in America, in my opinion.

The four D&H (ex-Santa Fe) ALCo PA's have been sold to the National Railways of Mexico. The Seaboard Coast Line and Chessie system hope to become one railroad, as they seek a merger. Also, the D&H appears to only have a slim chance of staying in business, if they reorganize.

I'm sorry to end on a sad note this month. What was once the busiest terminal for transcontinental trains in America has seen the last passenger train under it's huge shed, as Amtrak has built a new station at St. Louis and the old St. Louis Union Station awaits an uncertain future. The new station (Amshack) can't touch the class of the old building.

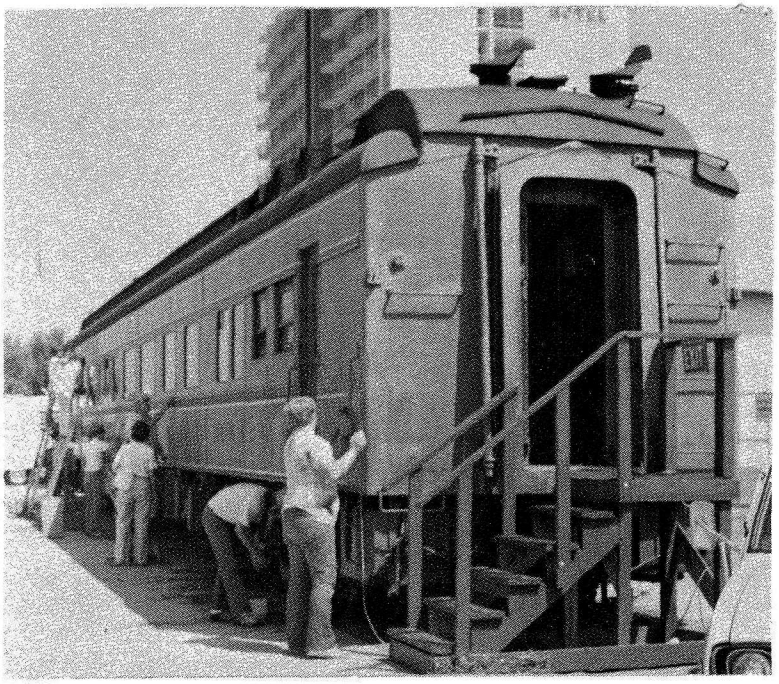
TRIVIA QUIZ for the Neophyte Railfan

1. How many "Chiefs" did Santa Fe run? 2. Name the thre ed
on the old Jack Benny radio show. 3. What was the last m s
ran in San Diego? 4. What were the other two names of ou
5. When was the original San Diego depot built?

ANSWERS:

1. Fi[illegible] r Chief, Texas Chief, Kansas City Chief & San Francisco Chief.
2. An amonga. 3. April, 1949. 4. Robert Peary, Blackhawk. 5. 1887.

If you missed: 0 - Step up to the cab! 1 - You can ride in the dome. 2 - Try the vestibule six cars back. 3 or more - Enroll in Railfan 1-A at Bonsall A.& M.



REPORT

Official Publication of the Pacific Southwest Railway Museum Association, Inc. P.O. Box 12096, San Diego, CA 92112.

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CIRCULATION - - - - - - - James J. Lundquist

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Membership dues: $12.00 per year regular, $4.00 per year contributing. Family memberships $12.00 per year for head of household plus $2.00 for each family member per year. Lifetime Memberships in PSRMA are available for $300.00. The official telephone number of PSRMA is (714)-280-1781.

The Officers and the Directors of PSRMA, at present, are:

H. C. Kerr, Jr. - - - - - - - - - President
Larry L. Rose - - - - - - - - - Vice President
James J. Lundquist - - - - - - - - - Secretary
Brenda Bailey - - - - - - - - - Treasurer
Richard E. Pennick - - - - - - Board Chairman
Norman R. Hill - - - - - - - - - Director
Kenneth Helm - - - - - - - - - Director
Jack Linn - - - - - - - - - Director

Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA, or its officers or directors. Opinions which are expressed in signed articles are those of the author only.

PHOTO OF THE MONTH Polishing A Private Car The Hard Way

'The maintenance of our private car VICTORIA requires more than the usual charging of batteries and filling of propane bottles. What you see here is what happens to the outside once a year and should happen at least every six months. Our greasy restoration gang applied a little spit and polish this last month while most of PSRMA was on the Puerto Peñasco excursion in Mexico. Reduced to a mere handfull by the draw of a great train ride, the crew found out that polishing a heavyweight railcar is a lot more difficult than doing a job on the family car parked in the driveway. Leading the museum foot troops this day, rag in hand, was Master Mechanic Ken Helm shown in the foreground. General Manager Larry Rose also assisted, dropping his wax can long enough to snap this picture.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
P.O. BOX 12096 SAN DIEGO, CA 92112

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The Pacific Southwest Railway Museum Association, Inc.
presents

BY TRAIN TO GUADALAJARA

April 7 - 14, 1979

Climb aboard Sonora-Baja California Railroad's "El Rapido/El Costeno" for an eight day-seven night train excursion to Guadalajara - a trip which will include two days of train travel southbound, Mexicali to Guadalajara; a four day stay in Guadalajara; and two days return by train. Capacity of our two 10-roomette and 6-bedroom cars will be approximately 40 persons.

In Guadalajara, our PSRMA excursion group will stay at the Hotel Fenix. The visit will include a tour of the city and nearby Tlaquepaque, a side trip to Lake Chapala with lunch included, and a final evening Mexican Fiesta at the Hotel Malibu. Patrons will be provided with information about attractions and tours for their two days free time in the City. The Hotel Fenix is located in the downtown area immediately adjacent to the larger stores and close to the many tourist attractions, restaurants and local transit.

Excursionists will enjoy the train ride through the barranca section which is the crossing of the Sierra Madre into the central plateau, a section which offers spectacular views and 36 tunnels. There will also be the many sights of the people of the villages, towns and countryside. There's much to see in Central Mexico.

Tour cost includes the train fare, the hotel room (double occupancy), the city tour, the side trip to Lake Chapala, the Mexican Fiesta, all transfer charges and some tips. Tour cost does not include meals except for the two mentioned previously. (Plaza Tours of National City has assisted with Guadalajara tour arrangements.)

This trip is sponsored by the Pacific Southwest Railway Museum Association, Inc., but it will be on regularly-scheduled trains. The sponsoring organization acts only as agent between clients and all services for this tour and, furthermore, holds itself free of all responsibility for any damage, delay or loss occasioned by or from any cause whatsoever.

Fare
* $288 per person based on train roomette and hotel double occupancy;
* $268 per person based on train bedroom, double occupancy, and hotel, double occupancy. An optional $23 per person round trip between San Diego and Mexicali via Mexicoach is available if patronage warrants.
* Fare is based on prices in effect November 5, 1978. It is subject to change only in the event of a major fare increase or a major change in currency exchange. Note: add $40 for single occupancy at the hotel, space permitting.

Other information will be forwarded you with your tickets.

- -

Name(s) _____ Telephone _____

Address _____

____ Roomette fares @ $288; ____ bedroom fares @ $268. ___ bus fares @ $23
(Note: roomettes are single occupancy; bedrooms are double occupancy.) Fare includes double occupancy hotel space; add $40 for single occupancy hotel, space permitting. Check here ___
Checks to: PSRMA Inc., please. Send reservations to PSRMA, c/o Ellen & Eric Sanders, 7861 Normal Avenue, La Mesa CA 92041, telephone (714)-469-1288.
We need 32 fares for the San Diego/La Mesa to Mexicali bus. Total amount $ _____
Thank you! enclosed

We are out of (train) bedrooms - trying to get more. Contact us soon.

TIME VALUE

BENJAMIN HILL EXCURSION

See note below.

tentatively rescheduled for February 9 - 11, 1979*
*subject to F.C. S-BC confirmation

The PSRMA Excursion Committee, Vernon Cook, chairman, announces the rescheduling of the Benjamin Hill excursion for February 9-11, 1979. That's a Friday evening through a Sunday morning! The PSRMA excursion party will ride in a special service coche dormitorio on the evening "El Mexicali" which departs Mexicali at 8:45 p.m. P.S.T. (You may have to get off work early to make the train departure.) Before breakfast on Saturday, February 10, we'll be in Benjamin Hill, the junction point of the Ferrocarril Sonora-Baja California and the Ferrocarril del Pacífico.

In Benjamin Hill during the daytime we'll have a tour of S-BC's modern and busy locomotive shop, the car shop, the storage yard and the bone yard. In addition, fans will see the merging and separation of the two railroad's two passenger trains which run each way daily between Guadalajara and the two northern terminals, Mexicali and Nogales. Fans will also see the Nogales-Guaymas autovia and many freights.

The town itself is a small high desert railroad town. Not much happens in Benjamin Hill but you'll want to walk around and see the church, the schools, the plaza, the company's employee facilities, the small shops and the homes. Saturday is a busy day and the townspeople will be working or enjoying themselves. There's also the bus depot and a small hotel.

Mexican railroad nationalization is underway. Individual railroad names are disappearing, changes may be due for the Benjamin Hill shops because of the proximity of FdelP's major shop facility at Empalme. And as always there's a lot of old U.S. equipment around. You'll have fun and you'll be in good company. Two evenings in an old U.S. Pullman and a day in a busy yard, shop facility and junction point. One cannot ask for more!

Midevening, Saturday, our train will head northwest from Benjamin Hill for an early morning arrival in Mexicali.

There are two cautions. This is not a deluxe trip and you'll need to prepare for that 8:45 p.m. P.S.T. departure from Mexicali on Friday evening. Incidently, the Pullman car will be available to us during the daylight hours as well as both evenings.

Fare will be increased somewhat because we overlooked one cost and we want a small margin so we can still run the trip with one or two passengers short. Special service charges, necessary for a trip like this, mean the fare is higher than on regular trains.(You know that!) Fare will be in this range:
Roomette $40 to $45; bedroom, double occupancy $38 to $43.

If you're sure you're going, send us a deposit; if you are seriously considering going but are not sure, let us know. We already have some tentative reservations from patrons of the postponed trip. Checks will not be cashed until railroad trip confirmation is received.

Write us, with or without a deposit, right away. Mail to Eric Sanders, 7861 Normal Avenue, La Mesa CA 92041, (714)-469-1288. Checks, please, to PSRMA, Inc. Can we hear from you?

We would like to hear from you as soon as possible!

PACIFIC SOUTHWEST RAILROAD CALENDAR

HELP FUND MUSEUM PROJECTS WITH AN ITEM YOU CAN ENJOY ALL YEAR LONG FEATURING A DOZEN FRAMABLE RAILROAD PHOTOGRAPHS CONTRIBUTED BY MEMBERS OF P.S.R.M.A.

Make check payable to PSRMA or fill in Master Charge or Visa information in the space provided.

1979 CALENDAR ORDER FORM

NAME _____

ADDRESS _____

CITY, STATE & ZIP _____

TOTAL ENCLOSED OR CHARGED _____

MASTER CHARGE OR VISA NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

MASTER CHARGE BANK NUMBER ☐☐☐☐ EXPIRATION DATE _____

SIGNATURE _____

PLEASE SEND _____ PSRMA RAILROAD CALENDARS AT $3.50 EACH PLUS .50 POSTAGE AND HANDLING FOR EACH ORDER.

MAIL ORDER TO:

P.S.R.M.A. **Calendar**
4924 Wood Street
La Mesa, CA 92041

PSRMA T-SHIRTS

HERE'S ANOTHER WAY TO RAISE FUNDS FOR MUSEUM PROJECTS AND BE A WALKING BILLBOARD FOR PSRMA.

Men's shirts have a pocket and a small PSRMA logo on the front and a large logo on the back. Sizes: S, M, L, X-L

Women's shirts are French cut and have one small emblem on the front only Sizes: S, M, L, X-L

Boy's & Girl's shirts have one large emblem on the front only. Girl's are also French cut. Sizes: S, M, L

ALL SHIRTS ARE HIGH QUALITY PRE-SHRUNK COTTON

COLOR CHOICES: Beige, Light Blue, Red, Yellow, Orange (with dark logo); Dark Red, Brown, and Navy Blue (with white logo). Not all colors are available in all sizes.

If you have previously ordered a T-shirt, please re-submit your order below. We can probably send your shirts right away. Allow two to three weeks for delivery.

PSRMA T-SHIRT ORDER FORM

Make checks payable to PSRMA or fill in Visa or Master Charge information in the space provided.

	QUAN.	SIZE(S)	COLOR(S)	
			1st Choice	2nd Choice
MENS				
WOMENS				
BOYS				
GIRLS				

MASTER CHARGE/VISA NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

MASTER CHARGE BANK NUMBER ☐☐☐☐ EXP. DATE _____

Name: _____ SIGNATURE: _____

Address: _____

SEND ORDER TO:

Brenda Bailey, The **T-shirt** Lady
5750 Amaya Drive #44
La Mesa, CA 92041

No. of Men's or Boy's shirts ordered at $6.00 each: _____

No. of Women's or Girl's shirts ordered at $6.50 each: _____

Total enclosed or charged: _____
(price includes postage & handling)

Dec. '78

REPORT

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Season's Greetings



TOY TRAIN TRADITION SHOWS THAT SANTA'S A RAILFAN TOO!

A toy train on a circle of track is a Christmastime tradition that has become as much a part of the American scene as baseball and apple pie. Many lifelong train buffs began their love affair with the rails because of this tradition, as did the little girl in this photograph taken in 1908. The little tyke shown here is none other than PSRMA's own Mildred Woody, who still operates a toy train in her living room seventy years after her dad snapped this scene on the old Kodak.

DEPOT ROLLS HOME

by Larry Rose

On Tuesday morning, November 21st, a battered railroad relic rolled quietly into town and was placed in a fenced enclosure behind the police station. The old La Mesa Depot is home at last and is stored temporarily only a few hundred feet from where it was built in 1894. The city of La Mesa will make a decision soon on a final location for the station. The most likely spot is along the tracks at the intersection of Nebo Drive and Orange Avenue only about sixty feet from where the depot is now stored.

The local news media took note of the occasion with Channel 10 doing a three minute piece on the evening news Thanksgiving Day that included old SD&AE steam locomotive footage and an interview with PSRMA General Manager Larry Rose by newsman Jack White. Eric Sanders provided historic photos of the depot that were also used in the TV spot.

The San Diego Union ran a feature article with photo about the depot move in the November 22nd edition. Virginia Spiller, longtime east county reporter, gave PSRMA some terrific ink with her article taking up the top one quarter page of the local news section.

Restoration of the depot can't really get underway until the structure is placed on a new foundation and squared up. The twisting and racking of the building during moving even a short distance would pop shingles and woodwork would become out of plumb.

PSRMA is already building a restoration fund for the depot with the sale of our Pacific Southwest Railroad Calendar and drumbeating for donations in the community. The La Mesa Historical Society will help in raising funds locally also. Two truck loads of cedar shake shingles have already been scrounged with the help of member John Hunter of Poway. Norm Hill, Larry Rose and Jim Lundquist provided labor and transportation.

When restored, the depot will provide an office for PSRMA and a meeting place for the Board of Directors. Artifacts of early La Mesa history will also be displayed. At that time, a much needed item for the station will be a pot bellied stove. Now is the time to start searching for this hard to find item.

Honor Roll

ANITA RHEIN---sent in a cash donation for the La Mesa Depot Project. Anita is also a regular Victoria staffer and a longtime member of PSRMA.

DR. WENDELL NAISH---donated two brakeman's lanterns used on the Pennsylvania Railroad by Harry B. Warren, who last used them in 1922.

JO PRESSNALL, DIRECTOR OF STAFFING---Not enough good things can be said for what this super lady does for the museum. She even sent in a fat cash donation as a "reward" for the restoration crew's work on the Victoria while most of PSRMA was riding the train to Puerto Penasco.

VICTORIA STAFFERS

by Jo Pressnall

November and December has no doubt been busy for our loyal staffers, but still they took time to introduce our winter visitors to Victoria. Ray Lethbridge called me especially to volunteer going down occasionally on his week day lunch hours and opening up. He was able to collect extra donations for us. Thank you, Ray, for that extra boost to our coffers and my morale!

We have several new staffers this time and are happy to welcome them. The asterisks indicate who they are. Also staffing this November and December were our usual foot-troops. Call me at 435-5022 (collect, if necessary) and I'll place you with an experienced staffer who would be pleased to show you the ropes. I'll be listening for your call!

Thelma & Nick Nichols
Curtis Croulet
Frank Kearney
Ed Smith
Mike & Steve Retz

*Fred & Leslye Moffett
Ron Milot
Carole Lande
George Geyer
Ray Lethbridge

*Jimmy Hamilton
Jo Pressnall
*Berle & Kathi Maxey
Ward Fagan

Larry Rose
Ray Archer
Ron Zeiss
Tanya Rose

Industrial Railways of San Diego County by P. Allen Copeland

PART ELEVEN---PACIFIC COAST STEAMSHIP COMPANY

Holding the title of the first industrial railway, the railway facilities owned by the Pacific Coast Steamship Co. were also the first railway of any kind to operate in San Diego. In 1868, Alonzo E. Horton commenced construction of a wharf near the foot of Fifth Street, extending about six hundred feet to deep water in the bay. The wharf was completed in 1869 at a cost of $45,000. All steamer activities of the Pacific Mail Steamship Company were transferred to the new pier, and this firm purchased the facility in 1872. Tracks were laid on the pier that year, and four iron dump cars were brought in by steamer to haul coal from ship to shore. Horses were used for motive power. Later, a small passenger car was brought in to save steamer passengers the quarter mile walk. On May 24, 1873, the San Diego Union remarked that "the engine on the railway track of the Pacific Mail Steamship Company's Wharf ran off the track Thursday near the shore end and was not found until Saturday". The engine was a horse.

The Pacific Mail Steamship Company came under the control of Goodall, Nelson and Perkins and was reorganized as the Pacific Coast Steamship Company in January, 1875.

In 1881, the California Southern started construction of its line from National City north to Colton. The location at Fifth Street in San Diego was on a fill about fifty feet out from the shoreline of the bay. The steamship wharf had to be lowered six inches to meet the grade of the California Southern where it crossed the steamship company's railway. The first crossing accident was recorded shortly after the crossing was installed when a California Southern engine ran into a car of coal drawn by horses. The horses escaped, and the coal car was knocked into the bay.

Early in 1882, the wharf was completely rebuilt and the railroad track standard gauged. The California Southern's locomotives were too heavy to operate on the wharf, and as the steamship company wanted to control the operation of the railroad on its wharf, two small steam locomotives, enclosed with bodies to make them look like streetcars, were purchased from the National Iron Works in San Francisco. The engines, called "steam motors" or "dummies", were named "Captain Goodall" and "William McKinley". They were placed in service in June of 1882. Several four wheel flat cars were also acquired, and an interchange track with the California Southern was added to the wharf. The California Southern was later renamed the Southern California and eventually became a part of the Atchison, Topeka and Santa Fe Railway.

In 1886, a huge tourist resort hotel was constructed in Coronado on the ocean front. Ferry service from the steamship wharf to Coronado across the bay was inaugurated, consisting of a steam launch and a tug boat towing barges in which the passengers rode. The steamship company built a large passenger car to carry passengers between the ferry and the shore. This service was discontinued in August of 1886 when the Coronado Ferry Company was organized and commenced service using more suitable vehicles and facilities. A third locomotive was obtained in 1888, very similar to the first two and named "Senator Perkins".

The Pacific Coast Steamship Company engines were used at various times on other local steam motor lines. It is believed that one was in service on the San Diego and Old Town Railroad before their new Baldwin motor arrived in 1888. Another was used on the National City and Otay Railroad hauling rail and material for construction. In 1888, one of the "dummies" was used by the Roseville and Pacific Beach Railroad, being used to open that line in April.

In 1887, the steamship company constructed a new office and terminal building at Fifth and "L" Streets. The building was sixty by two hundred feet with ten foot platforms and tracks serving both sides. Additional tracks served a lumber yard on "L" Street. The Pacific Coast Steamship Company was doing a large volume of freight and passenger business during this period and an additional coach of the open type was obtained from the Coronado Railroad. Advertistments of the period announced that for the cost of five cents, rides could be obtained from the terminal building to the end of the wharf.

The "Captain Goodall" was retired from service in 1907, and in 1908 a new 0-4-0T engine, named the "San Diego" was purchased from the American Locomotive Company, and assigned the number 1. In July, 1913, another 0-4-0T was purchased, also from the American Locomotive Company and carried the number 2. The two remaining dummys were retired and stored in a shed near the end of the wharf. About 1914, the "William McKinley" and the "Senator Perkins" were sold for scrap, while disposition of the "Captain Goodall" is unknown.

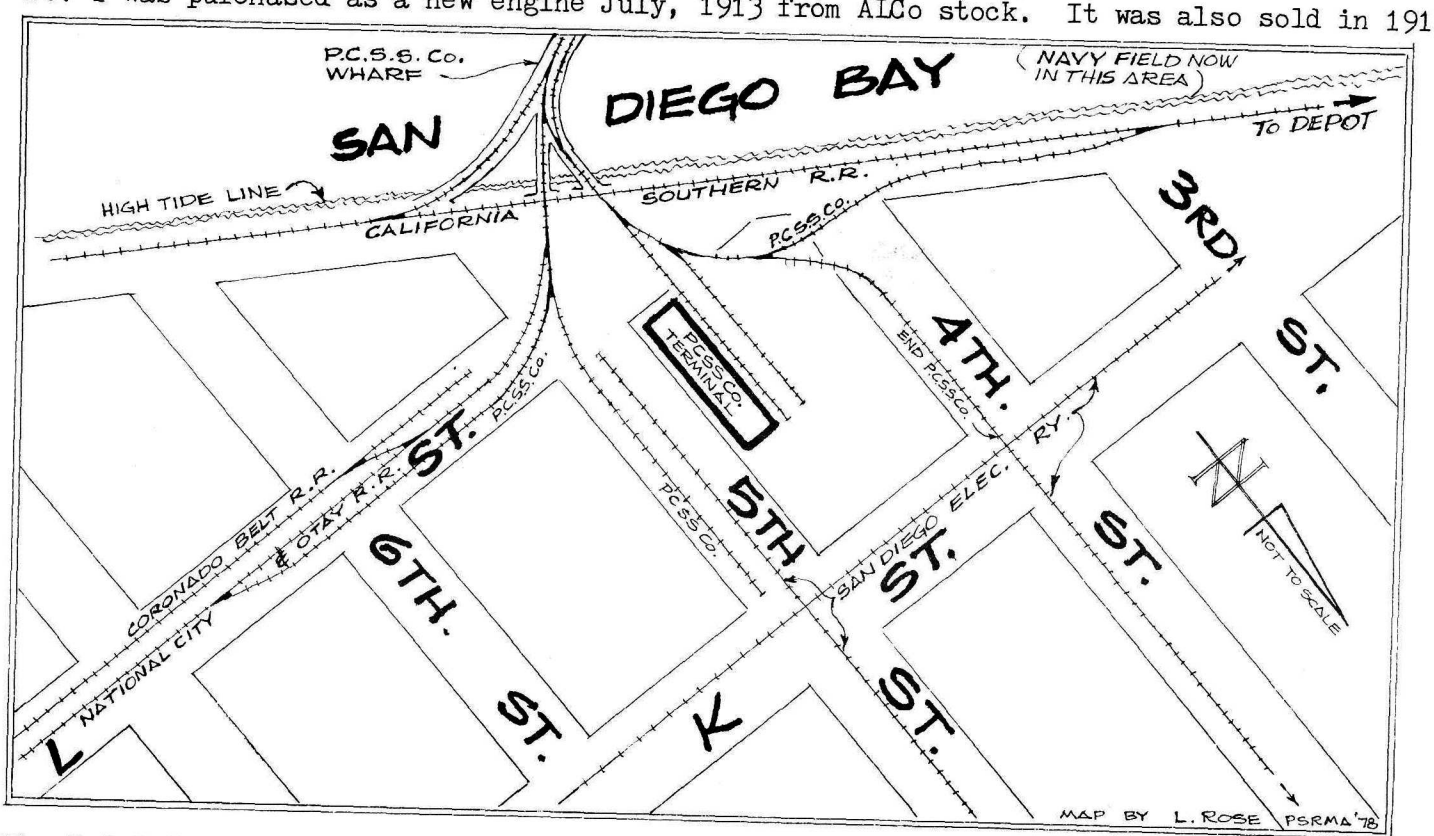
San Diego had built a new pier at the foot of Broadway in 1912, and gradually all shipping activity was transferred to that location. In 1919, both remaining locomotives were disposed of, one going to Fontana to haul garbage for a hog farm. The bay had been filled in extensively, and in the same year the old wharf was abandoned and obliterated by fill. The terminal building was cut in half the same year to make room for the main and yard tracks of the San Diego and Arizona Railroad. The remainder of the building survived as a warehouse until the early 1960's when it too was dismantled, the last tangible remains of the Pacific Coast Steamship Company in San Diego.

Roster of Locomotives:

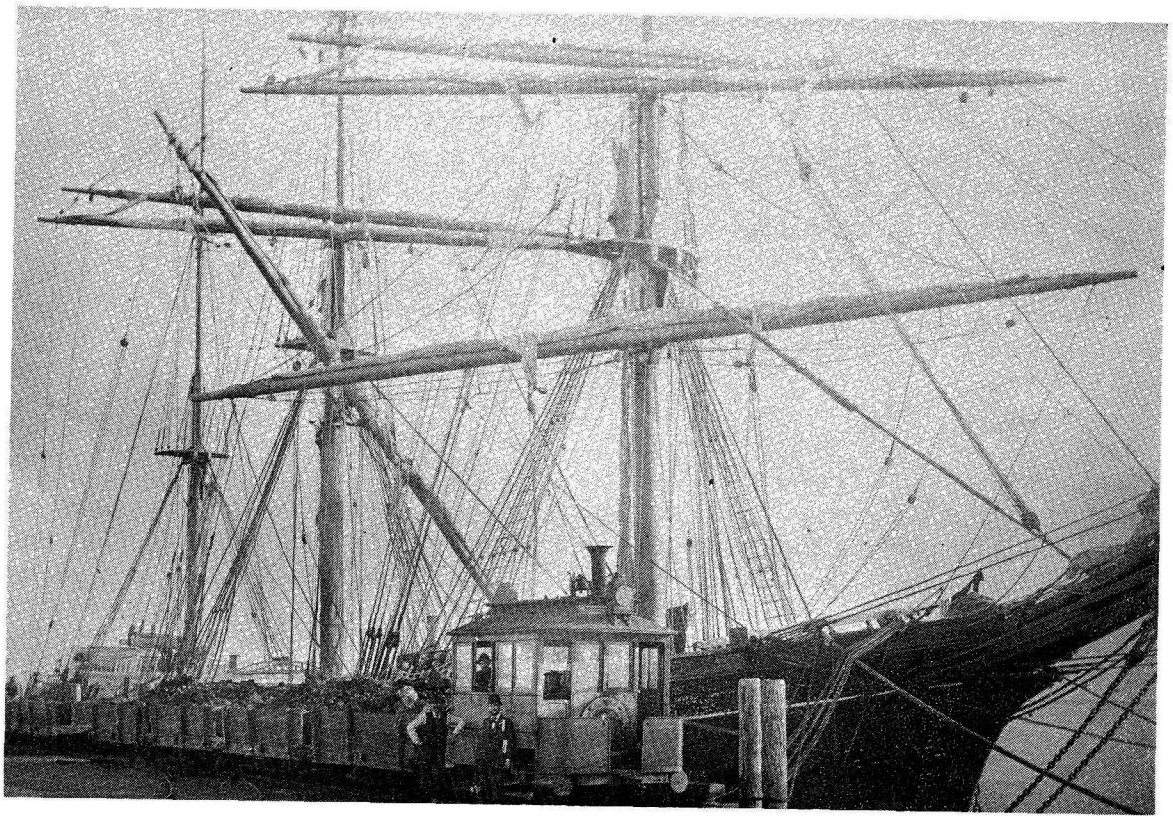
Pacific Coast Steamship Company
Standard Gauge

CAPTAIN GOODALL		0-4-0 Dy.				Natl. Iron Works		/82
WM. MCKINLEY		0-4-0 Dy.				Natl. Iron Works		/82
SENATOR PERKINS		0-4-0 Dy.				Natl. Iron Works		/88
SAN DIEGO	1	0-4-0ST	29"	9x14"	24000	ALCo-Dickson	#45556	7/08
	2	0-4-0ST	29"	9x14"	27000	ALCo-Rogers	#46526	9/09

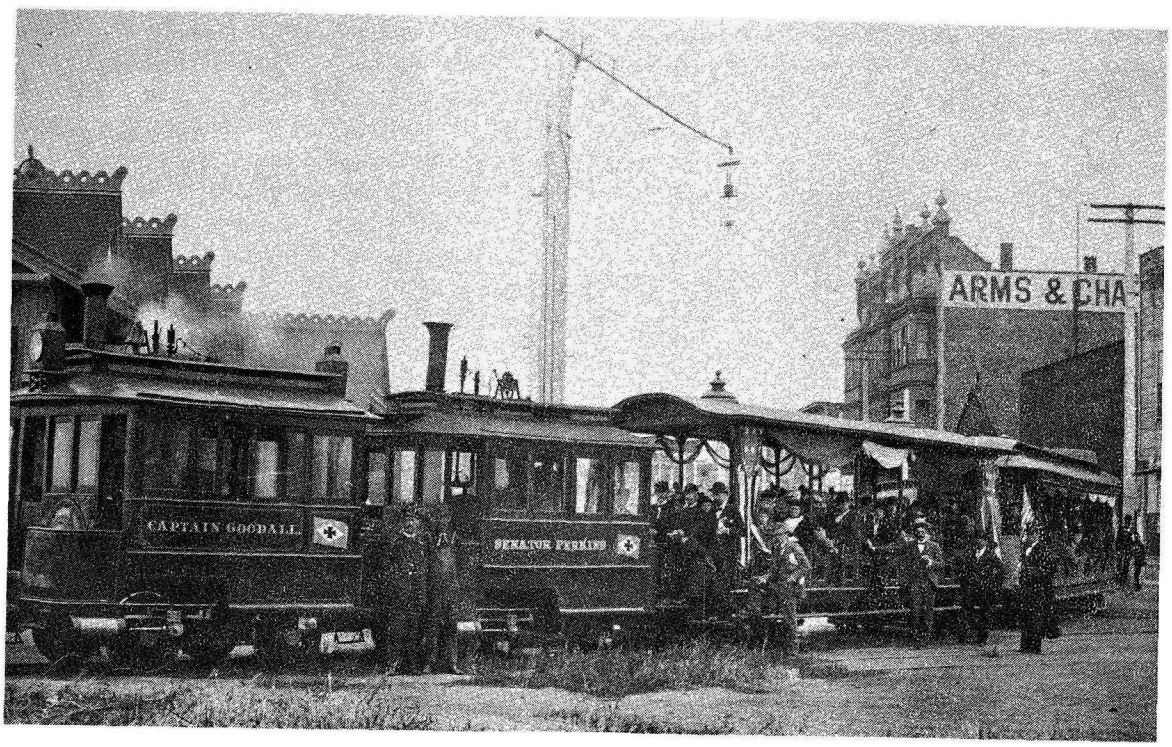
The "Captain Goodall" was retired in 1907. Its disposition is unknown.
"William McKinley" and "Senator Perkins" were retired in 1913 and sold for scrap in 1914.
"San Diego" was sold in 1919 to the Fontana Farms Co., Fontana, California.
No. 1 was purchased as a new engine July, 1913 from ALCo stock. It was also sold in 1919.



The P.C.S.S. Co. terminal area about 1890 with connections to four railroads.



This 1890 photo from the Southwest Railway Library collection shows one of the P.C.S.S. Co. steam "dummies" ready to haul a train of coal hoppers from ship to shore.



Two P.C.S.S. Co. steam "dummies" prepare to haul a train of excursionists from 5th Street out to the wharf about 1890. At left is the terminal. (S.R.L. photo)

RESTORATION NEWS

by Ken Helm

Restoration efforts reached a peak this last month with as many as fifteen people working on the equipment at one time. As of this writing, the cab interior of our Shay loco is painted and is a thing of beauty. The back-head and rear of the oil bunker are gloss black; the rest of the cab is an original cab green. Next week, the exterior will get its coat of gloss black followed by gold accents. Dick Mc Intyre has finished a super job on the tender (except for two plates). The interior will now be painted with marine bilge paint and the final two plates put in after. Enough cannot be said about this very difficult job undertaken by Dick. The entire tender has been renewed from the floor up to a 1½ foot level. He has the thanks of the museum for a job well done!

Elsewhere, new second level floors have been installed in each end of our boxcar. This allows a lot of storage space for rarely used parts above and much more room below. The floors took about half a day to build, with Jim Lundquist, Larry Rose, Norm Hill and Ken Helm cutting, sawing and banging thumbs. Norm and Tom Collins spent another Saturday cleaning and rearranging. Now we can actually find a part if we need it!

Jack Linn continues on the kitchen car. This month, the remainder of the side windows have been re-glazed. Russ Sargeant lent a hand on the cupola windows and glass is now being cut for installation up above. The car is now a pleasure to work in with all that blinding light the **greasy** restoration rats aren't used to seeing. Also, Harry Hurry has undertaken restoring all the electrical in the car; some replacement is needed due to a fire caused by bums while the car was in transit to San Diego several years ago.

As usual, Knud Antonsen tweaks the diesel. This month he attended to the battery recharge system as well as constructing needed battery cables out of heavy-duty arc welding wire. This is much better than our previous "Mickey Mouse" system.

Finally, last month saw electrical power restored to #1509 and #576 for the first time in many years. An arc welder was needed to service the Victoria anyway, so Ken Helm brought it up and hooked it up to #1509 and #576. Ron Milot helped with the wiring and it was a pleasure to again see lights in the two cars. When Ken threw the blower switch on #1509, it sounded like a turbine spooling up, dumping dust into the car. But once it was running, it made a sweet sound to hear again.

Helping out last month was the usual PSRMA "Greasy Overalls Platoon". Special thanks to Ron Milot for brewing coffee and hot chocolate in the #1509 galley during the recent cold snap.

Membership News

by Tanya Rose

As you know, the membership contest ends January 1st. John D. Corder is ahead of his closest rival T. Rose by a score of 57 to 54. Bob Martin is holding down third place with 29 points. Remember, there is still time to win a calendar if you recruit a new member.

I would appreciate prompt renewals this month. It would save me a lot of paperwork in sending out second notices; so many of you are due this time of the year. Thanks a lot! New to our ranks are the following people:

REGULAR MEMBERS

John F. Hathaway
Bobby Holloway
Shelley Holmes
Bernard Wickizer
Kirkseg Ziegelman

CONTRIBUTING MEMBERS

Ralph E. Bell
Carmen Clary
Rosemond F. Cook
Bob Deakin
Charles Riefstahl

FAMILY MEMBERS

Jerald W. Cochran & Jerald Jr.
Frank & Ada A. R. Cooke (upgrade)
Robert & Rose Hull
Louis C. & Ruth Maples (upgrade)
Frank & Frances Munster (upgrade)

VIEW from the VESTIBULE

by Jim Lundquist

MTDB

The Metropolitan Transit Development Board has kept pushing on the light rail transit plan this past month. The next hurdle is the approval of advanced funding from the California Transportation Commission, which is expected on January 25th. Almost immediately after that action, the MTDB will buy the San Diego and Arizona Eastern Railway from the Southern Pacific and petition the ICC to approve the sale. The ICC has already been asked to start the paperwork involved. Hopefully, their approval will be swift.

In the meantime, three board workshops will be held to finalize the plans. On December 18th, the MTD Board will select an operations plan, vehicles, and station locations. On January 8th, they will decide on station design including the building and parking, fare collection system and organizational plans. The last meeting will be held on January 22nd and cover Centre City design, SD&AE rehabilitation, development budget, schedules and elderly and handicapped features. All of the workshops are open to the public and are held in Room 2000 of the City Administration Building, starting at 5:30 pm.

AMTRAK

The final Department of Transportation (DOT) plans on Amtrak's routing are expected December 31st. Despite ICC recommendations based on public hearings not to cut routes, the DOT is expected to call for the dropping of the San Francisco Zephyr, Pioneer, National Limited, Cardinal, and either the Empire Builder or the North Coast Hiawatha. In addition, the Office of Management and Budget for the President has also recommended cuts for Amtrak . I strongly advise you to write your representative if you favor trains as a public transportation option. I would also suggest you tell him that work rules on the railroad must be changed in order to increase productivity.

Amtrak has announced that it has accepted the first bi-level "Superliner" car and is buying ten F40 locomotives.

RAILROAD NEWS

The Denver and Rio Grande Western is seeking ICC approval to cut back the Zephyr (former California Zephyr) so that it runs from Denver to Grand Junction, not through to Salt Lake City. This route is the most scenic of the standard gauge railroads in America, in my opinion.

The four D&H (ex-Santa Fe) ALCo PA's have been sold to the National Railways of Mexico. The Seaboard Coast Line and Chessie system hope to become one railroad, as they seek a merger. Also, the D&H appears to only have a slim chance of staying in business, if they reorganize.

I'm sorry to end on a sad note this month. What was once the busiest terminal for transcontinental trains in America has seen the last passenger train under it's huge shed, as Amtrak has built a new station at St. Louis and the old St. Louis Union Station awaits an uncertain future. The new station (Amshack) can't touch the class of the old building.

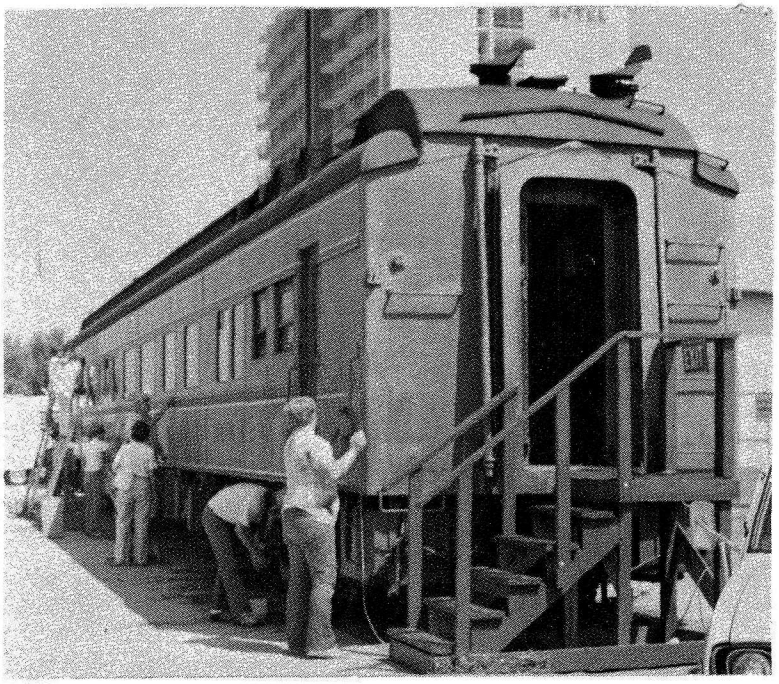
TRIVIA QUIZ for the Neophyte Railfan

1. How many "Chiefs" did Santa Fe run? 2. Name the thre ed
on the old Jack Benny radio show. 3. What was the last m s
ran in San Diego? 4. What were the other two names of ou
5. When was the original San Diego depot built?

ANSWERS:

1. Fi[illegible] r Chief, Texas Chief, Kansas City Chief & San Francisco Chief.
2. An amonga. 3. April, 1949. 4. Robert Peary, Blackhawk. 5. 1887.

If you missed: 0 - Step up to the cab! 1 - You can ride in the dome. 2 - Try the vestibule six cars back. 3 or more - Enroll in Railfan 1-A at Bonsall A.& M.



REPORT

Official Publication of the Pacific Southwest Railway Museum Association, Inc. P.O. Box 12096, San Diego, CA 92112.

EDITOR - - - - - - - - - Larry L. Rose
ASSOCIATE EDITORS - - - Ken Helm, Tanya Rose
CIRCULATION - - - - - - - James J. Lundquist

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Membership dues: $12.00 per year regular, $4.00 per year contributing. Family memberships $12.00 per year for head of household plus $2.00 for each family member per year. Lifetime Memberships in PSRMA are available for $300.00. The official telephone number of PSRMA is (714)-280-1781.

The Officers and the Directors of PSRMA, at present, are:

H. C. Kerr, Jr. - - - - - - - - - President
Larry L. Rose - - - - - - - - - Vice President
James J. Lundquist - - - - - - - - - Secretary
Brenda Bailey - - - - - - - - - Treasurer
Richard E. Pennick - - - - - - Board Chairman
Norman R. Hill - - - - - - - - - Director
Kenneth Helm - - - - - - - - - Director
Jack Linn - - - - - - - - - Director

Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA, or its officers or directors. Opinions which are expressed in signed articles are those of the author only.

PHOTO OF THE MONTH Polishing A Private Car The Hard Way

'The maintenance of our private car VICTORIA requires more than the usual charging of batteries and filling of propane bottles. What you see here is what happens to the outside once a year and should happen at least every six months. Our greasy restoration gang applied a little spit and polish this last month while most of PSRMA was on the Puerto Peñasco excursion in Mexico. Reduced to a mere handfull by the draw of a great train ride, the crew found out that polishing a heavyweight railcar is a lot more difficult than doing a job on the family car parked in the driveway. Leading the museum foot troops this day, rag in hand, was Master Mechanic Ken Helm shown in the foreground. General Manager Larry Rose also assisted, dropping his wax can long enough to snap this picture.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
P.O. BOX 12096 SAN DIEGO, CA 92112

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The Pacific Southwest Railway Museum Association, Inc.
presents

BY TRAIN TO GUADALAJARA

April 7 - 14, 1979

Climb aboard Sonora-Baja California Railroad's "El Rapido/El Costeno" for an eight day-seven night train excursion to Guadalajara - a trip which will include two days of train travel southbound, Mexicali to Guadalajara; a four day stay in Guadalajara; and two days return by train. Capacity of our two 10-roomette and 6-bedroom cars will be approximately 40 persons.

In Guadalajara, our PSRMA excursion group will stay at the Hotel Fenix. The visit will include a tour of the city and nearby Tlaquepaque, a side trip to Lake Chapala with lunch included, and a final evening Mexican Fiesta at the Hotel Malibu. Patrons will be provided with information about attractions and tours for their two days free time in the City. The Hotel Fenix is located in the downtown area immediately adjacent to the larger stores and close to the many tourist attractions, restaurants and local transit.

Excursionists will enjoy the train ride through the barranca section which is the crossing of the Sierra Madre into the central plateau, a section which offers spectacular views and 36 tunnels. There will also be the many sights of the people of the villages, towns and countryside. There's much to see in Central Mexico.

Tour cost includes the train fare, the hotel room (double occupancy), the city tour, the side trip to Lake Chapala, the Mexican Fiesta, all transfer charges and some tips. Tour cost does not include meals except for the two mentioned previously. (Plaza Tours of National City has assisted with Guadalajara tour arrangements.)

This trip is sponsored by the Pacific Southwest Railway Museum Association, Inc., but it will be on regularly-scheduled trains. The sponsoring organization acts only as agent between clients and all services for this tour and, furthermore, holds itself free of all responsibility for any damage, delay or loss occasioned by or from any cause whatsoever.

Fare
* $288 per person based on train roomette and hotel double occupancy;
* $268 per person based on train bedroom, double occupancy, and hotel, double occupancy. An optional $23 per person round trip between San Diego and Mexicali via Mexicoach is available if patronage warrants.
* Fare is based on prices in effect November 5, 1978. It is subject to change only in the event of a major fare increase or a major change in currency exchange. Note: add $40 for single occupancy at the hotel, space permitting.

Other information will be forwarded you with your tickets.

- -

Name(s) _____ Telephone _____

Address _____

____ Roomette fares @ $288; ____ bedroom fares @ $268. ___ bus fares @ $23
(Note: roomettes are single occupancy; bedrooms are double occupancy.) Fare includes double occupancy hotel space; add $40 for single occupancy hotel, space permitting. Check here ___
Checks to: PSRMA Inc., please. Send reservations to PSRMA, c/o Ellen & Eric Sanders, 7861 Normal Avenue, La Mesa CA 92041, telephone (714)-469-1288.
We need 32 fares for the San Diego/La Mesa to Mexicali bus. Total amount $ _____
Thank you! enclosed

We are out of (train) bedrooms - trying to get more. Contact us soon.

TIME VALUE

BENJAMIN HILL EXCURSION

See note below.

tentatively rescheduled for February 9 - 11, 1979*
*subject to F.C. S-BC confirmation

The PSRMA Excursion Committee, Vernon Cook, chairman, announces the rescheduling of the Benjamin Hill excursion for February 9-11, 1979. That's a Friday evening through a Sunday morning! The PSRMA excursion party will ride in a special service coche dormitorio on the evening "El Mexicali" which departs Mexicali at 8:45 p.m. P.S.T. (You may have to get off work early to make the train departure.) Before breakfast on Saturday, February 10, we'll be in Benjamin Hill, the junction point of the Ferrocarril Sonora-Baja California and the Ferrocarril del Pacífico.

In Benjamin Hill during the daytime we'll have a tour of S-BC's modern and busy locomotive shop, the car shop, the storage yard and the bone yard. In addition, fans will see the merging and separation of the two railroad's two passenger trains which run each way daily between Guadalajara and the two northern terminals, Mexicali and Nogales. Fans will also see the Nogales-Guaymas autovia and many freights.

The town itself is a small high desert railroad town. Not much happens in Benjamin Hill but you'll want to walk around and see the church, the schools, the plaza, the company's employee facilities, the small shops and the homes. Saturday is a busy day and the townspeople will be working or enjoying themselves. There's also the bus depot and a small hotel.

Mexican railroad nationalization is underway. Individual railroad names are disappearing, changes may be due for the Benjamin Hill shops because of the proximity of FdelP's major shop facility at Empalme. And as always there's a lot of old U.S. equipment around. You'll have fun and you'll be in good company. Two evenings in an old U.S. Pullman and a day in a busy yard, shop facility and junction point. One cannot ask for more!

Midevening, Saturday, our train will head northwest from Benjamin Hill for an early morning arrival in Mexicali.

There are two cautions. This is not a deluxe trip and you'll need to prepare for that 8:45 p.m. P.S.T. departure from Mexicali on Friday evening. Incidently, the Pullman car will be available to us during the daylight hours as well as both evenings.

Fare will be increased somewhat because we overlooked one cost and we want a small margin so we can still run the trip with one or two passengers short. Special service charges, necessary for a trip like this, mean the fare is higher than on regular trains.(You know that!) Fare will be in this range:
Roomette $40 to $45; bedroom, double occupancy $38 to $43.

If you're sure you're going, send us a deposit; if you are seriously considering going but are not sure, let us know. We already have some tentative reservations from patrons of the postponed trip. Checks will not be cashed until railroad trip confirmation is received.

Write us, with or without a deposit, right away. Mail to Eric Sanders, 7861 Normal Avenue, La Mesa CA 92041, (714)-469-1288. Checks, please, to PSRMA, Inc. Can we hear from you?

We would like to hear from you as soon as possible!

PACIFIC SOUTHWEST RAILROAD CALENDAR

HELP FUND MUSEUM PROJECTS WITH AN ITEM YOU CAN ENJOY ALL YEAR LONG FEATURING A DOZEN FRAMABLE RAILROAD PHOTOGRAPHS CONTRIBUTED BY MEMBERS OF P.S.R.M.A.

Make check payable to PSRMA or fill in Master Charge or Visa information in the space provided.

1979 CALENDAR ORDER FORM

NAME _____

ADDRESS _____

CITY, STATE & ZIP _____

TOTAL ENCLOSED OR CHARGED _____

MASTER CHARGE OR VISA NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

MASTER CHARGE BANK NUMBER ☐☐☐☐ EXPIRATION DATE _____

SIGNATURE _____

PLEASE SEND _____ PSRMA RAILROAD CALENDARS AT $3.50 EACH PLUS .50 POSTAGE AND HANDLING FOR EACH ORDER.

MAIL ORDER TO:

P.S.R.M.A. **Calendar**
4924 Wood Street
La Mesa, CA 92041

PSRMA T-SHIRTS

HERE'S ANOTHER WAY TO RAISE FUNDS FOR MUSEUM PROJECTS AND BE A WALKING BILLBOARD FOR PSRMA.

Men's shirts have a pocket and a small PSRMA logo on the front and a large logo on the back. Sizes: S, M, L, X-L

Women's shirts are French cut and have one small emblem on the front only Sizes: S, M, L, X-L

Boy's & Girl's shirts have one large emblem on the front only. Girl's are also French cut. Sizes: S, M, L

ALL SHIRTS ARE HIGH QUALITY PRE-SHRUNK COTTON

COLOR CHOICES: Beige, Light Blue, Red, Yellow, Orange (with dark logo); Dark Red, Brown, and Navy Blue (with white logo). Not all colors are available in all sizes.

If you have previously ordered a T-shirt, please re-submit your order below. We can probably send your shirts right away. Allow two to three weeks for delivery.

PSRMA T-SHIRT ORDER FORM

Make checks payable to PSRMA or fill in Visa or Master Charge information in the space provided.

	QUAN.	SIZE(S)	COLOR(S)	
			1st Choice	2nd Choice
MENS				
WOMENS				
BOYS				
GIRLS				

MASTER CHARGE/VISA NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

MASTER CHARGE BANK NUMBER ☐☐☐☐ EXP. DATE _____

Name: _____ SIGNATURE: _____

Address: _____

SEND ORDER TO:

Brenda Bailey, The **T-shirt** Lady
5750 Amaya Drive #44
La Mesa, CA 92041

No. of Men's or Boy's shirts ordered at $6.00 each: _____

No. of Women's or Girl's shirts ordered at $6.50 each: _____

Total enclosed or charged: _____
(price includes postage & handling)