



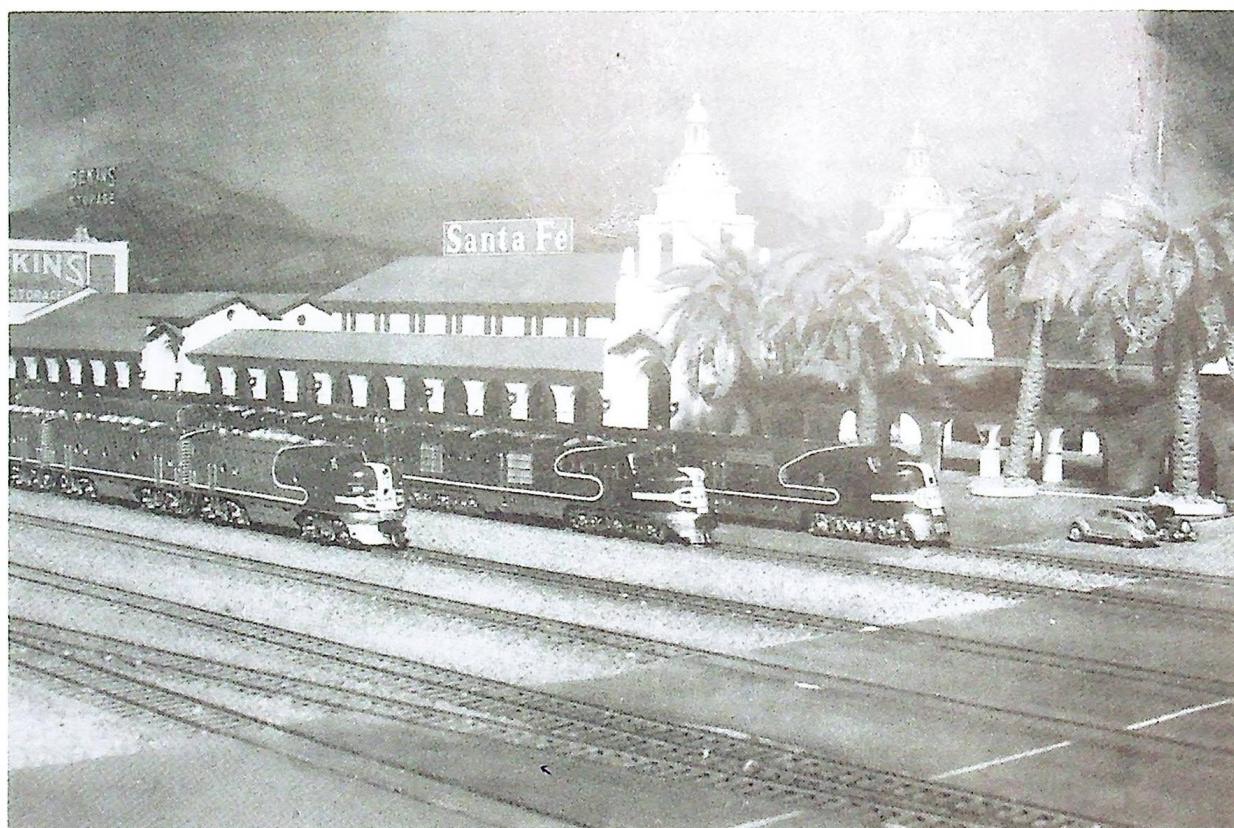
JUL-AUG 1992

# REPORT

NO. 236

OFFICIAL PUBLICATION OF THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION  
—OPERATING THE SAN DIEGO RAILROAD MUSEUM AND THE SD&A RAILWAY—

## CLASSIC PHOTO OF A CLASSIC DEPOT!



*OR IS IT? Take another look! Why are there mountains behind the depot? Actually, this is a photo of a scene created by the San Diego Society of N Scale at the San Diego Model Railroad Museum in Balboa Park. They did a*

*super-fantastic job from scaled-down railroad drawings, and we just had to include it with our photos of the real one!*

*Photo-Don Mitchell, Audio-Visual Designs*

# FROM THE DIRECTOR OF OPERATIONS

by Denby Jones

Progress, Progress!!

That is the best way I can describe what is going on at Campo. It seems that all the individual efforts that have been going on are joining together into a coordinated effort that is really beginning to show results.

In the Car Barn, Facilities Superintendent **Steve Wade** and his crew have been putting together the machine shop. The machinery has been placed, conduit installed and wire pulled. Hook up should be any weekend. Steve has built workbenches on the west side, outlets are in and operational, and more lighting is being installed. Machinery is being opened up, checked, cleaned and lubricated. Tooling is being gathered together, cleaned, and readied for use. But the most important thing that is happening, at least in my opinion, is the way people are working together again. We are acting more and more as a team and the results are outstanding. The work just described in the car barn is a good example. Steve's crew consists of people from the Steam Team, Operations, Mechanical, Facilities, and Restoration, working together and doing an outstanding job.

**STEAM TEAM:** The boiler from #2353 has been removed and is now residing at Frazee Boiler here in San Diego. With the boiler off, under the leadership of project manager **Larry Williams**, we have been able to remove all the springs, the driving boxes, and the Pony Truck. The appliances are being rebuilt, and the frame cleaned, inspected and painted. Several members of the Steam Team have been working Thursdays, Fridays, Saturdays AND Sundays of every week during the summer to make this happen. Everyone is working to meet the 1994 goals.

**1820:** For those who are first-time readers, the #1820 is a sister engine to the #1809, the locomotive that usually pulls our demonstration train. She is an EMD (Electromotive Division of General Electric) MRS1, which is a military locomotive (Military Road Switcher?) For several years she has sat on track two acting primarily as a source of spare parts for #1809. About six months ago one of our long time Museum members, **Dave Slater**, decided that she was too valuable to just sit there and deteriorate, so he gathered together a small group of people and proceeded to start rebuilding it. This project has been totally funded by volunteer contributions and what they have accomplished with a lot of sweat and perseverance is remarkable. She has received a new floor, new paint job, the electrical system has been wrung out and tested, air tanks have been hydro tested, unit-batteries installed, glass and instrument faces, gauges and warning lights replaced, seats and arm-rests recovered, injectors reworked, new bell purchased and installed, and the engine room cleaned and painted. Now it took a short time to write about it, but this is the result of many hours of dedicated work, and is a classic example of what our Museum personnel can accomplish. This last weekend they ran all the aux electrical off the batteries, and everything worked as advertised. They need to do the brakes, and install a power pack in the

engine and they will be very close to firing up. I am looking forward to seeing her take her place at the head of the train.

**SIMI VALLEY PROJECT:** To date, we have received over 800 ties, two 90lb switches, and all the trim from Simi Valley. This is from a drill track that SP abandoned and donated to our Museum. The catch was we had to have **ALL** the material, rail, spikes, ties, tieplates, joint bars, and bolts up and off the property in 90 days. That included over a thousand track feet of 90, 132 and 136 pound rail and the two #7 switches. All had to be taken apart, bundled, loaded and transported over 200 miles to Campo where it had to be unloaded. This monumental task was undertaken and completed by **Ken Garges** and **Dick Rogers** of Simi Valley, **Tony Neece** of Tarzana, **Bob** and **Paul Westover**, a father-and-son team from San Diego, **Duane Leal**, **Jeannie Tomlin**, **Chris Leenknecht**, **Richard Dick**, and **Larry Williams** of San Diego, Cutteback Trucking who graciously transported two loads for us, and **Mel** and **Doug Medhurst**, another father-and-son team that drove rented trucks the 500 miles required to go to Simi, pick up a load of rail or ties, transport it back to Campo, and then return the trucks to San Diego. This has been a tremendous effort for all concerned, and has provided our Museum with rail and ties desperately needed to help finish out our yard. **THANKS TO ALL OF YOU!!!**

While I am saying thank you, there is a group of people that are out at Campo both Saturday and Sunday of every weekend and very seldom gets mentioned. That is our Operations Department headed by **Mike Rencau**. These are the people that man the train every weekend. They are the Trainmen, Brakemen, Engineers and Conductors. These are the people who have the most interface with our customers. In a good many cases they are the first impression the public has of our Museum. They are the ones who have the responsibility of getting the passengers up and down the hill safely and making the ride an enjoyable and educational experience. It is probably one of the most important jobs in our Museum at this time. So to all the people in Operations, **THANKS!!!**

Well, I think I will bring this to a close and save room for someone else. To those of you who are not in the San Diego area, make plans to see our Museum at Campo when you are in the area; and to those who are in the area, see you at Campo!!!

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# SD&A RAILWAY GOLD SPIKE COMING HOME!

by Chalmers Kerr, Jr.

On November 15, 1919, John D. Spreckles drove home a Gold Spike in Carrizo Gorge, completing the San Diego & Arizona Railway.

Following the ceremony, the Gold Spike was removed and Spreckles gave it to C.A. Vincent, SD&A's Roadmaster. Vincent went on to serve the SD&A/AE for 40 years, then another 11 years with the Southern Pacific before retiring in 1951. He passed away in 1954.

Between the late 1960s and 1972 our Museum had the loan of the Gold Spike and for a while it was on public display at the downtown San Diego Trust & Savings Bank.

The Gold Spike was returned to Vincent's daughter, Mrs. Dorothy Taylor in May of 1972, Mrs. Vincent having recently passed away. In anticipation of having a bicentennial exhibit on the San Diego Embarcadero, a request for the return (on loan) of the Gold Spike was made to Mrs. Taylor in October, 1975, but the letter went unanswered. No further attempt was made at that time to secure the Gold Spike.

During the summer of 1991, renewed interest in reacquiring the Gold Spike developed with myself, Cliff Pennick and Terry Durkin making inquiries as to the where-about of the "lost" Gold Spike. Again, no luck...a dead end. Oh well, C'est La Vie!

DRUM ROLL, LIGHTENING BOLT...

Upon returning home from exhibit duty at the Del Mar Fair on July 1, 1992 my telephone answering machine held a most astounding message. Vincent's granddaughter had called and left a message that the family wished to return the Gold Spike to our Museum as a permanent gift along with memorabilia of C.A. Vincent's long career with the SD&A/AE Railway, please call!!!

Well, call back I did! The family wants our Museum to establish a display commemorating Vincent's career using some of the memorabilia, with the Gold Spike as the center piece.

This could not have come at a better time, as it will fit nicely with our Museum's plans to celebrate the 75th Anniversary of the SD&A Railway in November 1994.

# FACILITIES UPDATE

by Steve Wade

CAR BARN:

Machine Shop: Well, the heat's on Campo and so is the Machine Shop! With the new subpanel in, we've started to wire up the individual machines. Member Vern Smith along with Richard Dick and Cliff Pennick completely overhauled one of the 'BIG' lathes and yours truly sprang for a new set of sealed bearings for it's electric motor. Guess what? IT WORKS! All it takes is a little elbow grease, some determination and a really big wrench. I'll be hand wiring all the machines over the next couple of months.

Frank Stites and Ted Kornweibel helped wire all the lights and wall outlets in the shop. Charles Alban has finished painting in the shop and is applying a finish wax to really make these beauties shine.

I'm told by Vern Smith that there are still several specialty pieces we will need for these machines. If there is anyone out there with a knack for locating parts and pieces, please stop by the 'New Machine Shop' (I love to say that) and let's bring these classic machines all the way back to life.

Mike 'Living Water' Morrin and Matt Rockenback continue to impress me with their excellent work on the MT19 motor car. We moved it next to the Railbus so the public can see the rebuild as it happens. Matt and Mike have also been great helpers when I need that 'extra' set of hands.

Wood Shop: My special thanks this month go to Frank Stites for buying a new 14" carbide-tipped rip blade for the table saw. It's a real pleasure to work with the best tools (and Frank's not bad either). Thanks, buddy!!!

GROUNDS:

As you walk amidst our rolling stock (no drooling, please), you may have noticed that it's starting to look a little cleaner. Well, thanks to Kay Carter and our local Sheriff's Department, we've been able to have prisoners come out and 'work the bush'. It's a really big job but they have really big tools.

With the summer heat also comes the danger of fire. We've eliminated smoking in the Car Barn and Lew Wolfgang has installed several fire extinguishers. Remember, safety is everyone's business. I work so much inside the Car Barn that I sometimes take for granted all the beautiful pieces of rail history that surround me. I'm sure that all the thousands of men and women who originally built these machines would be pleased and proud to know that their labors are intact and save.



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## MUSEUM DIRECTOR'S REPORT

by Kay Carter

Congress is again considering extending the period of time for tax incentives granted to donors for collections and money donated to non-profit organizations. The deadline had been June 30, 1992. New deadline (if approved) will be December 31, 1992 with a full deduction allowable. This provides another window of opportunity for Museum members to greatly assist us as we work our way through these difficult economic times. Please call the office to discuss, or speak to your financial advisor, about how best to structure your gift. We are, of course, always looking for artifacts appropriate to display at Campo and in the new proposed Santa Fe Depot project. Your generous donation will be recognized on the donor wall at our Museum for life.

### CALL FOR MEMBERSHIP AID!

The recent heat wave coupled with the summer's high fire danger has adversely effected our ridership at Campo. Keep our Museum in mind when you are entertaining guests or helping other organizations plan tours, special outings and picnics or talks throughout the year. Most groups are gearing up for Fall and are looking for either unique places to go or special programs for the year. Think about your church group, professional organizations, service clubs and work affiliates. Our office can arrange group tours, recommend lunch spots, and/or schedule a speaker to come to your group and make a presentation on our Museum. Remember that we offer discounted tickets to groups of 15 or more people. You may not be able to get out to Campo and help, but everyone can assist with this effort. We will be happy to follow up on any leads you can offer and urge that every member consider scheduling at least one contact. Often it's that personal touch that closes the deal!

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### REPORT

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4695 Nebo Drive, La Mesa, California 91941  
Editor: Harry E. Doering

#### ONE YEAR MEMBERSHIPS

Senior/Student-\$15: Individual-\$25: Family-\$35  
Contributing-\$50: Supporting-\$75: Sustaining-\$150

#### LIFE MEMBERSHIPS

SENIOR LIFE-\$300: LIFE-\$500: GOLD SPIKE LIFE-\$1,000

#### COMPANY/CORPORATE MEMBERSHIPS

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## BOARD OF TRUSTEES

## NOMINATING COMMITTEE

The Nominating Committee consisting of Board President Dale Busch, Chalmers Kerr, Daniel Marnell, Gene Dramm, Mike Retz, and Dave Slater, is requesting nominations to the 1993 Board of Trustees for the membership-elected slate.

All nominations will close on September 19, 1992. The next meeting of the Nominating Committee will be held on September 21, 1992. Final recommendations will go to the Board of Trustees at their September meeting. Ballots will be mailed to the membership on October 9, and must be returned no later than November 14, 1992. Those members interested in running for a 3-year term of office should be members in good standing as of March 1, 1992, having no real, or apparent and material conflict of interest. Nominees are asked to submit a signed statement indicating his/her understanding of the duties and obligations of a Trustee and their agreement to accept a 3-year term of office. Additionally, a brief summary of qualifications would be helpful.

Anyone wishing to submit a potential candidate for appointed Board membership is asked to contact any member of the Nominating Committee with their recommendation.

Currently, there are three elected Trustees whose terms expire and one resignation. Also, there are four appointed Trustee positions to fill, for a total of eight seats open.



3rd Quarter 1992 Meeting

SDG&E Auditorium No. 3  
September 25, 1992

Speaker:  
Dr. Dan Marnell

## Steam in Eastern Europe 1992

Don't miss this one about an area that has been  
a bastion of steam railroading survival.

*Refreshments will be served*

# 75th ANNIVERSARY CELEBRATION UPDATE

by Kay Carter

Past Report articles have outlined the San Diego Railroad Museum's goals for the next two years in conjunction with the Anniversary Celebration. We urge you to consider donating to three critical efforts.

#2353 - Boiler Reconstruction - Outstanding amount to date is \$40,000. Donations to this fund make you an official member of the "2353 Club". Who could adopt a "spring" at \$500; a driving box at \$500; or pledge \$100 per month to assist with payments on the boiler? Your donation will be tax deductible and is sorely needed for the next two years until we can implement steam rides at Campo.

#050 - Each interior room, roof and exterior work is broken out in a detailed report in the office. Donations can be earmarked for specific phases in this exciting restoration project.

Santa Fe Depot (Phase I) - Our request to Morrison-Knudsen regarding the exterior spur track has met with success! They have generously offered to donate the installation labor. Two-hundred NEW ties are still needed. The Museum's "Buy-A-Tie" program will be extended to include this project, and a \$100 check will purchase approximately 4 ties.

ALL DONATIONS WILL BE GRATEFULLY ACKNOWLEDGED IN FUTURE ISSUES OF THE REPORT.

Thanks to all members for their ongoing support. We hope you will carefully consider how to make your donations count at the SDRM and send a check TODAY! Remember, PROGRESS means forward motion. We can't do it without you!

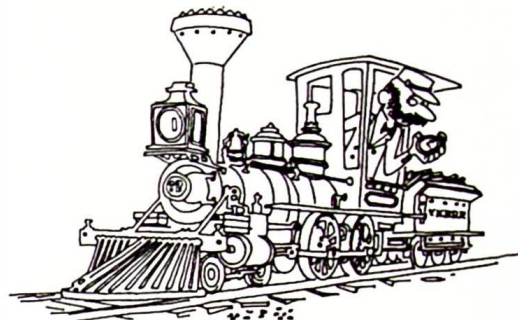
And don't forget Campo. The Facilities Department is asking for donations of tools and materials to continue Machine Shop restoration, wood shop and RPO Car projects. We have begun a joint effort with the Mountain Empire Schools to train high school students in woodworking, metalsmithing and restoration. Small hand tools of all kinds are needed to insure maximum success of this program.

## ROBERT PERRY DONOR MISIDENTIFIED

An article in the last issue of the Report gave credit for the donation of the Pullman Car 'Robert Perry' to Jim Friedlan. This was incorrect.

The car, then named the 'Victoria', was owned by three corporations, San Diego Yellow Cab, Crest Beverage, and the local Olympia Beer Distributor. Jim's mother, Bernise was majority stock holder in Yellow Cab, and his half-brother Charles Pratt was President. The car was actually 'sold' to our Museum for \$1, and the transfer was arranged by John Cushna, owner of the Olympia Beer Distributorship, and Steve Sourpas, owner of Crest Beverage.

## CHOO...CHOO...CHOOSE THE BEST PRINTER!

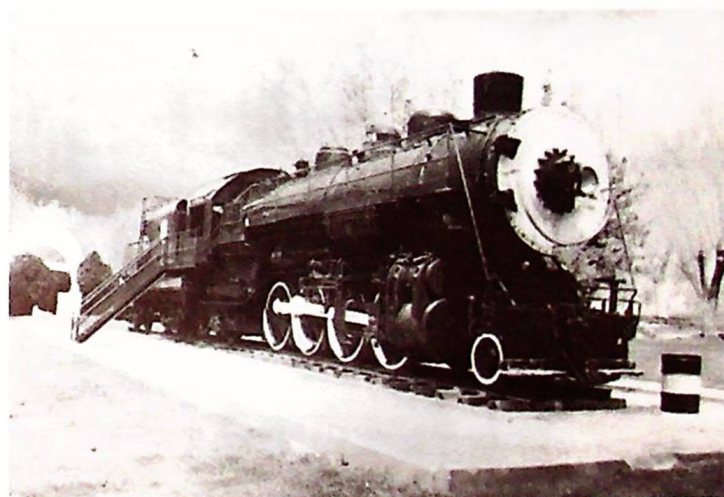


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## RAILFAN QUIZ ANSWERED



Quiz and Photo by Bill Schneider

UP #2564 AT ORO GRANDE

This is a view of the other side of Union Pacific's 2-8-2- #2564, retired and kept in good condition in a community park in Oro Grande, California, a few miles north of Victorville. It's only a few blocks away from the Santa Fe/Union Pacific mainline on which it once ran over Cajon Pass. photo-b.schneider

It's an old story, but it bears repeating. People are what make our Museum. Without them, our rolling stock and artifacts would just be junk. So here's a salute to a fine group of Museum volunteers, grunts, foot-soldiers, whatever you call them. Practically unsung, and universally underpaid, they get hardly more than a "thank you" in print. How about calling some of them up and telling them what a fine job they're doing!

Progress on the AT&SF RPO car is very encouraging. Led by Mike Reading operating the crane, the following people participated in reassembling the trucks and getting them on the rails, all in one day: Steve Wade, Mike Reneau, Matt Rockenback, Steve Link, Don Livesay, Ken Faller, Denby Jones, and Ted Kornweibel, cheered on by Maryanne Thompson. Next step is the big one - setting the car on its trucks. That job will rate a photo in this space next issue.

The restoration superintendent looks awfully good when people take the initiative to start a much-needed project, and then do a bang-up job. Jim Friedlan has been telling us for weeks that the Robert Peary's roof leaked. So he organized his son, plus Mike Retz, Maryanne Thompson, and Mike Reneau in doing a great job of making the car water-tight. Thanks troops!

If it sounds like a broken record, it is. The news on our FGEX refrigerator car is painting, caulking, and sanding. By the time you read this the entire car will have two fine glossy coats of paint on it and be ready for lettering. (There's still time to get in on this last part of the project, and learn skills from a master; call 461-0098 to volunteer.) The loyal and patient workers on this project the last two months were newcomers John Harrison, Ashley Anderson, and Jon Vikander, plus Museum loyalists Steve Wade, Ken Faller, Frank Stites, Duane Leal, and Ted Kornweibel. Come out and see this beauty, and give a bouquet to these folks.

Meanwhile, Museum stalwarts (that means they'll do any job they are asked to do) Bob Haney and Dick McIntyre have been adding details to the UP caboose and SP #644, our oldest wooden caboose. Muchas gracias, amigos!

Everyone should come out to Campo to see the transformation of the MRS-1 #1820 locomotive. This project, led by Dave Slater, has had major repairs to the innards of this diesel steed and made Cinderella out of an ugly duckling. (On second thought, perhaps steam locomotive SP #3751 is the real "cinderella.") Bright shiny black paint and yellow stripes now adorn this EMD beauty which will soon roll under its own power. The honor roll of workers on this project - who are also funding it out of their own pockets and with corporate donations - includes Dick McIntyre, Bob Haney, Jim Hamill, Randy Houk, David Houk, Randy Gibson, Terry Davis, Jack O'Lexey, Charles Alban, Stan Paulsen, Steve Link, Dick Cupp, Cliff Pennick, Mike Panger, members of the Steam Team, and newcomer Terry Clark. I know there are other names missing, and my apologies. Significant financial contributions

in recent weeks, covering half the cost of parts that must be ordered, came from Randy Gibson, Leonard Lovett, Lou Wolfgang, and Bill Niedrich. Thanks guys. Maybe some of you readers would like to chip in on this worthy project. And #1820 wouldn't move without a donation of batteries worth \$8,500 (!) from D.K. HENRY of CHROME CRANKSHAFT. What a gift!!!

And speaking of donations, Frank Stites dug deep to buy a 14" carbide-tip blade for our circular saw in the wood shop. It cuts through oak as if it were pine. Thanks, Frank, for a tool we couldn't afford to buy, and couldn't afford not to have.

A final comment. If I didn't include his name here, this would probably be the first Report in a decade not to mention Norm Hill. He has accepted employment in the car shops of the Arkansas & Missouri Railroad. We will miss you, Norm!

In Bill Schneider's feature article on Southern Pacific locomotive #2353 in Report Issue #234, a lady who helped edit the work was missed in the acknowledgements. We regret the oversight and wish at this time to thank Doraine Offerman for editing the original text, helping to make the article a success. [ed.]

## 'MYSTERY TRAIN' IN 'MYSTERY PHOTO'

In the caption on the 'mystery' photo of SP #2353 on the front page of the March/April Report #234, and in the accompanying story, we noted SP passenger train #108 (the number displayed on #2353) ran from San Francisco to San Jose for many years. That information was obtained from several Official Railway Guide issues from 1935 to 1953, the earliest we had except for a January 1898 Guide showing an SP train #108 on a Los Gatos-San Francisco run.

Report reader, A.B. Abernethy of San Francisco wrote to inform us that this numbering series was not used on those commuter trains in the 1912-1919 period, when the photo was probably taken. He pointed out the only #108 in that era was on a Castroville-Pacific Grove run, not a likely assignment for a Ten-Wheeler.

We have now located a June 1918 Guide showing a #108 on a Fresno-Los Angeles run, and a 1924 Guide showing it on a Fresno-Bakersfield run. Could this be where the photo was taken? We regret this improper inference that #2353 was used on the commuter fleet at that time. And we thank Mr. Abernethy for taking the time and effort to correct the error! Such corrections are always welcome and appreciated. We try to be accurate, but some things do slip through.

...Bill Schneider

# BOARD MEETINGS RECAPS

by Chalmers Kerr, Secretary

## SPECIAL BOARD MEETING, April 21, 1992

The purpose of this meeting was to deal with one agenda item only, that being the Goals and Objectives for the San Diego Railroad Museum for the next two years. Five Goals were approved unanimously. They were;

Goal 1 - Place into service the Southern Pacific steam locomotive #2353;

Goal 2 - Restore the Pullman car #050, the Carriso Gorge, in conjunction with an historic commemorative run behind locomotive #2353, then display #050 inside at Campo and periodically at the Santa Fe Depot;

Goal #3 - Create a display of rolling stock and interpretative exhibits in the Santa Fe Depot. Phase I to be completed in 1994, and Phase II objectives to be determined in 1993;

Goal #4 - By November 1994, have a quality museum at Campo for a November 1994 anniversary celebration and (re)inauguration of steam on the historic line;

Goal #5 - By June 1992, launch a capital campaign for the 3-year period of 1992 - 1995, to raise funds.

## REGULAR BOARD MEETING, May 26, 1992

### PRESIDENT'S REPORT

Dale Busch discussed the Executive Director's talk to the downtown San Diego Lion's Club. Also, highlighted a new thrust for our Museum with community and Museum benefits that can be achieved by implementation of David Richardson's "Mt. Empire Community Service Program." Reviewed a meeting with San Diego Councilman Tom Behr and his staff, as a part of an ongoing effort to acquaint community activists with our Museum.

### EXECUTIVE DIRECTOR'S REPORT

Kay Carter summarized recent activities: Kiwanis Club speaking engagements; preparation of list of all area service clubs and organizations and notifying them of availability of museum presentations; development of a new package for Student Appreciation Days and expanded contact information list update; mass mailing to area schools for the Fall term; giving of public testimony regarding 'TOT' monies to the City and County of San Diego, and the San Diego Unified Port District; and an update on the wheel lathe.

### DIRECTOR OF OPERATIONS

Denby Jones reported the following; Campo Days was professionally executed by Museum volunteers; Charles Alban and Steve Wade continue upgrading the Car Shop interior; diesel locomotives #1809 and #2098 are on line; #2104 needs air brake work; weed abatement done in January is now obvious, but respraying will have to be an ongoing preventative.

### TREASURER'S REPORT

Larry Williams reviewed the Assets and Liabilities, and the Revenues and Expenses Reports of April 30, 1992. The Income Statement was approved as presented.

### ACTION ITEMS

Our Museum's operating contract recommendations were approved and President Busch was authorized to sign the contract.

Executive Director discussed fund raising opportunities and related subjects.

Larry Williams discussed Project #2353 memo of May 26th regarding the #2353 Club and the #2353 boiler restoration proposal. Approval was given to accept Fraser Boiler Service's proposal contingent on Staff review and confirmation by the Executive Committee.

President Busch discussed the Insurance Memo of May 26th. The Board ratified action taken by the Executive Committee on SDRM liability insurance for 1992, and the purchase of insurance coverage for volunteers up to \$5,000, with an annual premium of approximately \$375.

Guidelines for special projects as developed by the Executive Director and Staff were discussed. Approval was given to adopt in principle the Guidelines for SDRM Service Projects Donations as Museum policy.

### NON-ACTION ITEMS

Kay Carter reported that the California Conservation Corps, local prisoners and Museum volunteers have cleared weeds for five miles east of Miller Creek at a cost of \$1,300.

Rich Borstadt said the 1992 Campo Days Miller Creek Train ridership was up 10%, Shuttle Train ridership was up 25%, and total revenues were up 26.5% from 1991.

Kay Carter reported that a task force is working with San Diego County in fulfilling requirements for our Major Use Permit.

Carter reported on Museum exhibits and displays at the America's Cup Village, Radio Station KCBQ's anniversary celebration, and the U.S. Grant Hotel. Also noted the need for a portable exhibit.

For many years, four railroad brakeman-type lanterns hung on display in the Dulzura Cafe on Highway 94. Following the sale of the cafe, the former owners, Hugh and Norma Baxter very generously donated the lanterns to the San Diego Railroad Museum through our 'Metal Magician', Dick McIntyre, for which we are most grateful. Thank you very much, Hugh and Norma, for thinking of us.

# SAN DIEGO RAILROAD MUSEUM

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## NEW MEMBERS

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| Bob Behnke            | George & Betsy Bromolett | Ed Carter                      |
| Earle & Dottie Crummy | Marcia Elsholz           | Grant & Maya Evans             |
| Martin Finemam, M.D.  | Nancy Fix                | Jerry Galiley & Debbie Elliott |
| Michael C. Grinnel    | Tom Humphrey             | David Kaplan                   |
| Al Jorgensen          | Merry Jorgensen          | Art Leitch                     |
| Helen Lucas           | Norval Ostrander         | Frank & Sharon Reckenback      |
| Thomas Robinson       | Laura Robinson           | Jim Robinson & Judy Baker      |
| W.B. Studley          | Renie & Rob Varney       | David Wright                   |

No doubt you've already noticed that this issue of our Report is, well, smallish. This has come at least in part because the cost of our newsletter has already depleted its annual budget to a point where this is all we can afford at this time. But despair not, help is on the way.

As you may remember a couple issues back, it was announced that we would begin accepting advertising. A few weeks ago Kay Carter and I met with Carol Westover, and 'hired' her to solicit ads. With only that couple of weeks to form a plan of attack, she has already brought several businesses into the fold as you will note throughout this issue, so this should be the last, as well as first, reduced issue. To our advertisers, I say WELCOME ABOARD; to Carol, keep up the good work; and to all of you reading this, when you visit any of the merchants or other businesses you see here, PLEASE let them know you are a Museum member and saw their ad in our Report.

And if you own or manage a business and haven't heard from Carol yet, and are interested in placing an ad here, call our business office and leave a message for her. The number is (619) 595-3030.

