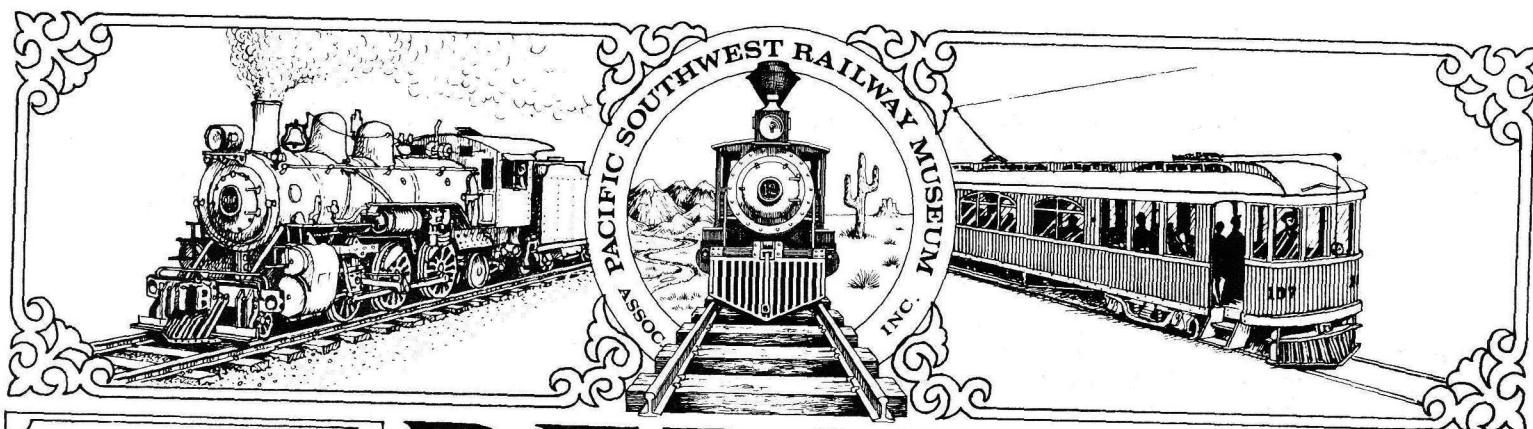


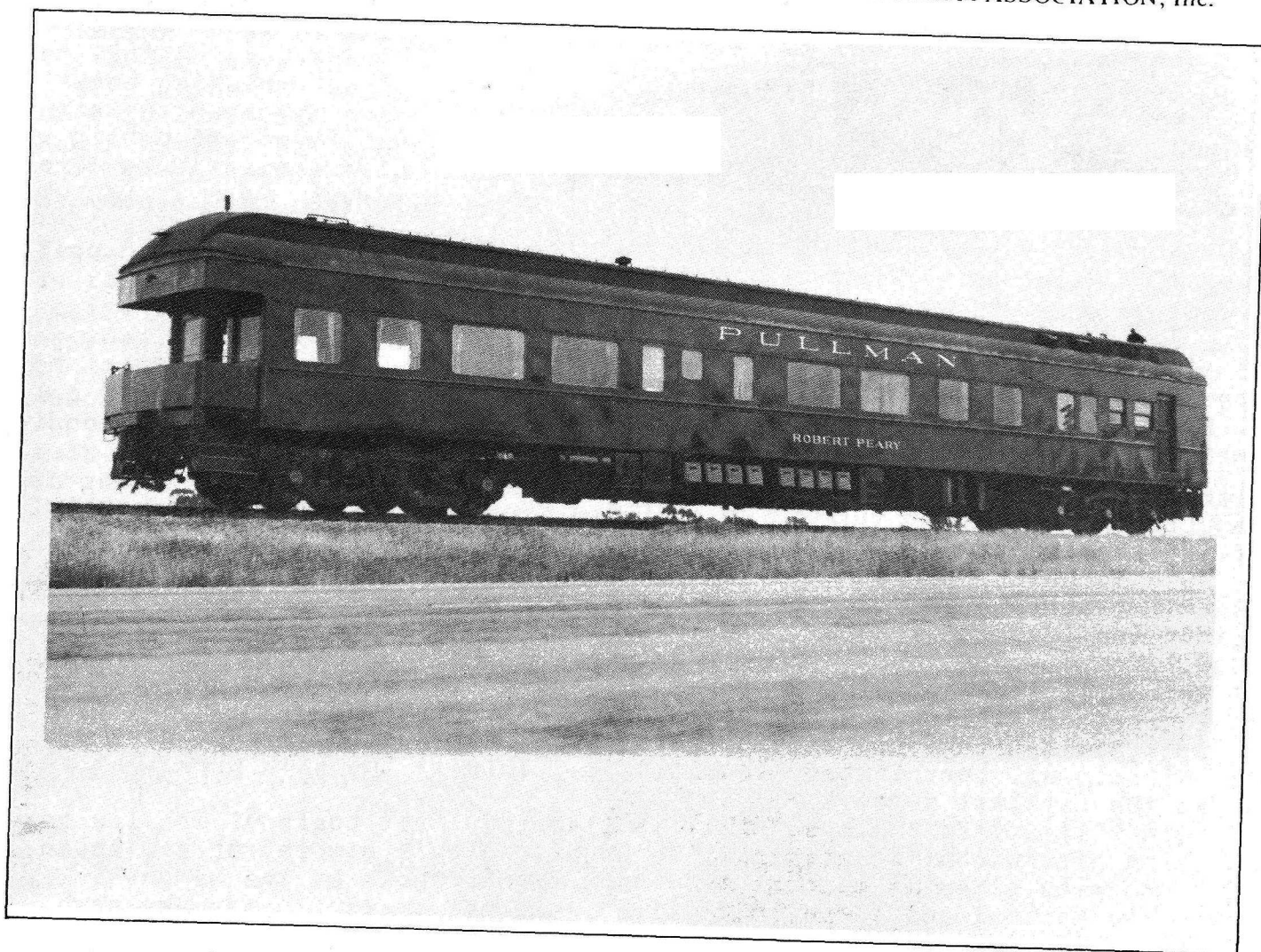


June '80

REPORT

No. 166

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



IT'S PULLMAN GREEN & GOLD !

P.S.R.M.A.'s private car ROBERT PEARY is out of the shop and is back on exhibit in place of car #1509 at the Embarcadero, a sight to behold in original green and gold! The 1926 Pullman product, dressed again in the traditional glossy green that it carried for forty two years, travelled to Fullerton last month along with #1509 on lease to the Memorex Corp.

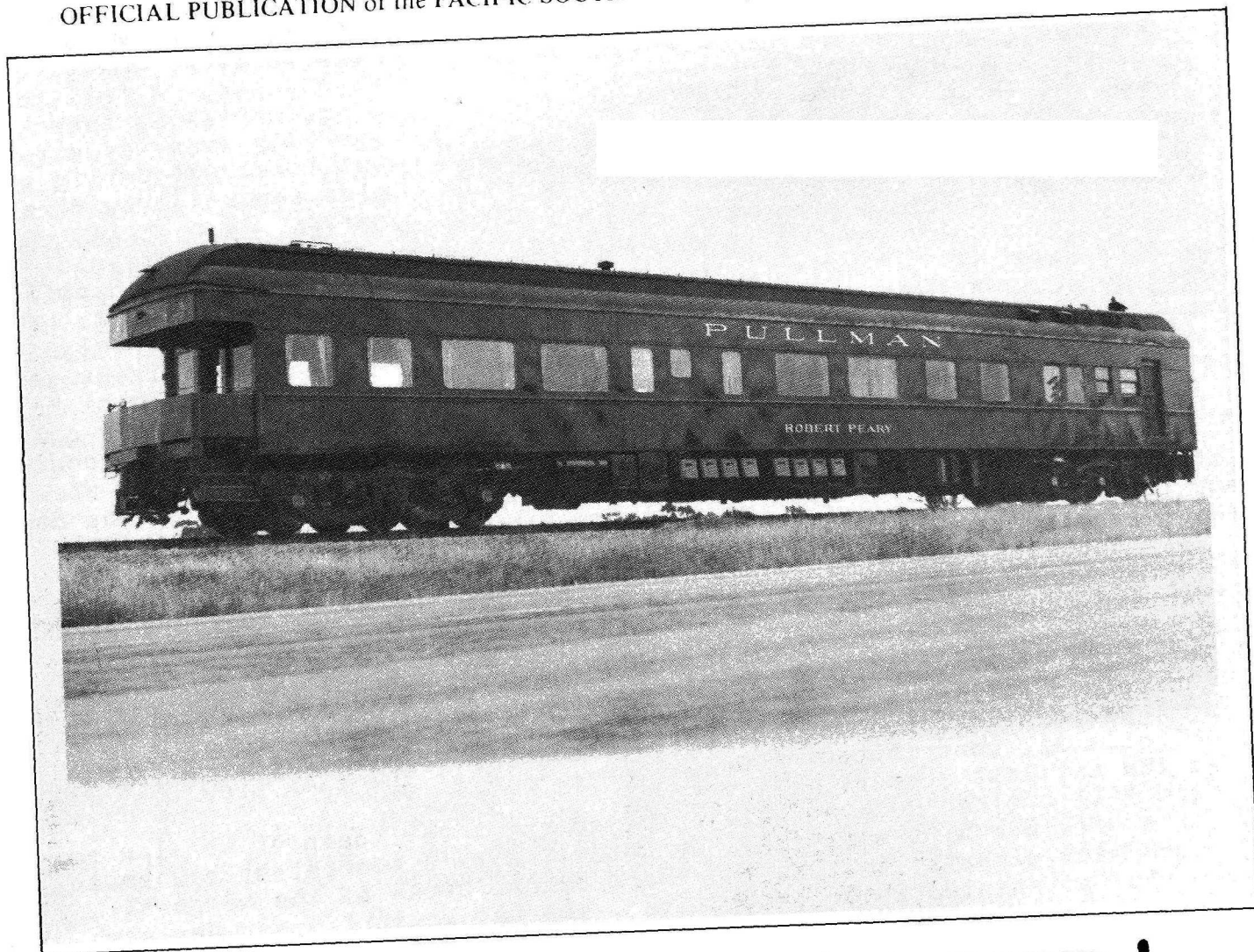


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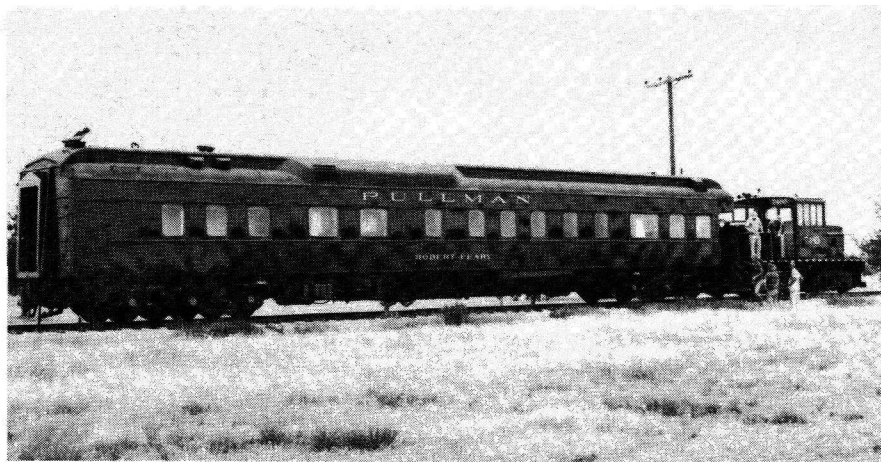


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This was the first working assignment for our business car since it was donated to the museum in 1974. The car was painted blue in 1968 and lettered VICTORIA by the donors, two San Diego beer distributors, who acquired the car from the C.B. & Q. They had named the car BLACKHAWK, and it was used for many years by Ralph Budd, their Chairman of the Board.

The restoration crew found four layers of Pullman green under the faded blue while repairing minor rust damage and sanding the car down. The name BLACKHAWK in gold leaf was found three times under successive layers of paint. The air conditioning system, untried since the time of donation, was activated after being overhauled by P.S.R.M.A. foot-troops, and it worked perfectly. Many other repairs were made to our much loved heavyweight classic and the entire restoration crew had a hand in it at one time or another. A full year of refurbishing began last May when the car was taken off public display and moved to Miramar.



The other side of the PEARY is shown here during a brake test provided by our little 45 ton G. E. switcher across from the golf course at Miramar.

in the lower half, and in the process, replaced all rusted metal in the door frame too. Dick also rebuilt the platform traps and performed other metal working repairs as required throughout the car.

Russ Sargeant, Harry Hurry, John Ashman and Ken Helm went through the mechanical systems and transferred the batteries from #1509 to light off the engines and test their work. This crew also applied new brake shoes all around.

Norm Hill led the paint preparation gang in the difficult physical chore of sanding and filling the 80 foot sides. Bill Barbour, Jim Lundquist, Dan Robirds, David Black, Bob Martin, Larry Rose, Art Austin, H. A. Hurry and Nick Nichols all contributed elbow grease. This is the same crew that re-roofed the car last summer.

Norm Hill and Ken Helm actually applied the three coats of acrylic enamel using Nick Nichol's spray rig, as usual. Nick's compressor has saved our bacon many times as well as many hard earned bucks of the members. Nick's rig has painted three locomotives, two heavyweight passenger cars and several freight cars in the last few years.

Paul Horky and Dave Coster also helped on the ROBERT PEARY before "sea duty" snatched these two Navy men from the ranks of the P.S.R.M.A. hardcore.

Lettering the car in the correct 24K patent gold leaf is almost a story in itself. The gold leaf had been ordered sixteen months ago before the latest spectacular jump in the price of this rare metal. When our name finally came up on the waiting list, the cost to letter the car had inflated to over \$600.00. The frugal Board of Directors, ever mindful of spending the members' money wisely, voted not to buy the gold leaf and to letter the car in

yellow paint at an estimated \$20.00 for materials. Ken Helm and Tanya and Larry Rose, who was on the short end of the 6 to 2 board vote, then went ahead and bought the gold leaf with their own money and donated the lettering job. A.T.S.F. engineer Terry Durkin also kicked in a "C" note to help defray the cost.

With the matter finally settled, Larry Rose and Brenda Bailey made patterns of the original lettering working from an original builder's photo supplied by Norm Hill. Using the rivets on the old photo as a guide, the large PULLMAN letters and the smaller ROBERT PEARY were drawn from scratch on heavy paper, perforated with a sign painters rotary punch, and then dusted onto the car with talcum powder in the proper location.

The end result will knock your eyes out. Everlasting, non-tarnishing highly reflective 100% gold leaf just can't be beat. With the paint still glistening and the shiny gold leaf only hours old, the ROBERT PEARY rolled to Fullerton along with #1509 to serve as a setting for a regional sales meeting of the Memorex Corporation. This one trip earned enough money to pay for the entire year's restoration effort with no crew and galley stock required. Norm Hill and Nick Nichols served as messengers as both cars went up and back on the night freight for the four day event.

The effort in the last two months to get the car ready by the deadline for this trip was absolutely wild! Most of the crew worked from dawn till dark both Saturday and Sunday with Norm Hill leading the charge.

The restoration crew has proven once again that united railfans can do the impossible right away; miracles take them only a little longer!

A trip for members on the ROBERT PEARY is in the works, so keep an eye on the REPORT for the announcement. Meanwhile, how about spending an afternoon on the car greeting visitors to San Diego and beating the drum for P.S.R.M.A.? Staffing is easy and fun. Why not call Jo Pressnall and get involved. Call her at 435-5022 (collect, if necessary) and make a date to spend an afternoon in plush comfort aboard our grand old palace of green and gold.

L. Rose

Thanks to Norm Hill for the photos for this article.

Exhibit Staffers

by Jo Pressnall

We are in need of volunteers to staff our beautiful PEARY throughout the busy summer. If you could staff even one time, it would really help us. Also, there is an urgent need for a nice table (approx. 18-20 inches by 3 or 4 feet) suitable for the PEARY's observation lounge. It will be used to hold a large guestbook and donation can. Will you help? Please call me (collect, if necessary) at 435-5022.

Wilma Steele and I will be sharing the honors in handling the staffing scheduling. We will be spelling each other for two month intervals. You can call me, or get in touch with her at 287-9305 to set up a staffing date.

The following people helped us these past few months, many of them more than once. A special thanks to Bill Brannock, who returned from overseas and used his first Saturday home to staff.

Joe Reuter	David Black	Ward Fagan	Ann McVeagh
Bill Brannock	Cecil Badman	Ray Archer	Robert Croll
John Patterson	Tom Collins	Curt Croulet	Ron Zeiss
Bill Niedrich	Bill Evans Jr.	Walt & Arline Foster	Mike Retz
"Trig" Stanley	George Mitchell	Dick & Barbara Pearson	U. E. Cox
Tanya Rose	Wilma Steele		

VIEW ^{from the} VESTIBULE

by Jim Lundquist, President

M.T.D.B.'s light rail line to the border is moving so fast its hard to keep up with events. There is now track laid in both streets on each end of the project, and a lot of new track in between. On San Ysidro Blvd., track has been laid for the final station in the traffic island. On "C" Street downtown, the first "snap track" was laid on June 4th by longtime P.S.R.M.A. member Wally Barber (Walter Barber & Son, Contractors). Mayor Wilson pounded in a golden spike, then donated it and the spike maul to the museum. Thanks, Pete!

In the meantime, down on the railroad, almost the entire line has been relaid with 90 pound rail, except for the area in National City. They're raising the 24th Street bridge and all freight trains now use the Coronado spur up "F" Street in Chula Vista. The spur has been relaid with 75 pound rail off the old mainline, and 160 feet of the 60 pound rail has been donated to P.S.R.M.A. to use at the La Mesa Depot. Thank you, M.T.D.B. and San Diego & Arizona Eastern!

The yard is complete minus the shop building, which is under construction. Barring any problems, all of the rail will be laid well before schedule.

M.T.D.B. heard some great news from the State, which will fund double tracking to the border (\$15.95 million) and ten additional vehicles (\$10.5 million), if the legislators go ahead as budgeted.

Meanwhile, the east extension continues to be planned. If funding can be secured, look for this line to be built as well right by our own La Mesa Depot.

More S.D. & A.E. news as member Leo Hoyt and I had the opportunity to inspect the rebuilding in Carrisso Gorge. The trip down was easy going in a track speeder, but the walk back was long and hot. The big washout and Goat Canyon Bridge is the major effort to complete. There were four D-9 Cat tractors pushing rock off the gorge walls and filling and compacting needed right of way at the washout.

There are two engines for work trains, with the GE 44 tonner in Jacumba designated the worst engine ever seen in operating condition. Compared to our own immaculate switcher this ex-Tidewater & Southern rust bucket is a total basket case.

The bad news is that the Tia Juana River bridge which was washed out, shows no signs of being replaced. The Mexican officials have three choices: rebuild the wooden trestle; completing the plans for a new bridge (footings have been there for years), or build a semi-permanent shoo-fly. They are still in the talking stages, and the railroad can't operate without it. There are twenty boxcars trapped in Mexico (8 Santa Fe, 8 S.P., and 4 N. de M.).

The other news includes three mergers for western railroads--Frisco with B.N., Western Pacific and MoPac with Union Pacific, and Southern Pacific and Santa Fe. All three have got to be approved by the I.C.C., and it will be interesting to see if the S.P.-S.F. is allowed. Some experts feel that if S.P.-S.F. is to become a reality, the U.P. will have to get track from San Francisco to Los Angeles. Also, one (of the three) up the San Joaquin Valley could become a dedicated Amtrak track. Don't expect anything to be settled before the passing of two or three years.

Last minute rumor--an unusual solution has been found to the washed out bridge across the Tia Juana River. More details next month.

MIDSUMMER PICNIC SCHEDULED

A P.S.R.M.A. member picnic is scheduled for August 17 from 10:00 a.m. to 4:00 p.m. at Flynn Springs Park. Call Ann McVeagh (days: 236-4307 or nights: 444-3808) if you have any questions.

RAILFAN PATROL NEWS

by Edwin Smith

At 9:45 a.m. on May 15th, the Fourth District Local, with seven box-cars, was approaching Carroll Road when the engineer spotted a stalled car in the crossing. The train, traveling 25 m.p.h., slammed into the car, pushing it about 150 feet before the two CF-7s came to a stop. Although the side of the car was crushed, there were no injuries.

Remarkable? Not really. The "accident" was staged by the Santa Fe and various state safety councils as part of "Operation Lifesaver" week.

"Operation Lifesaver" was originated to help reduce the needless toll in human life and increase grade crossing safety. Last year in California 173 people were injured and 54 (3 in San Diego) died at grade crossings.

About 200 people attended the demonstration. The Railfan Patrol was represented by Tanya Rose, John Schmeling, Dick Pennick and me. One Santa Fe official told me that he would "liked to have seen the demonstration take place with one of Amtrak's trains going 90 m.p.h.; that's more realistic". All in all, I think Santa Fe put on a "smashing" show.

I'm sorry to say that the patrol has lost one of our "aces" to Uncle Sam. Ace patroller John Schmeling has switched from safeguarding the railroads' right-of-ways to safeguarding the nation's waterways. John has joined the U.S. Coast Guard. We wish him the best of luck and we know that he's going to be missed by the train crews.

If you would like to see what the Railfan Patrol is all about, you're invited to ride with us. You may also get an extra treat by meeting some of the train crews, the nicest bunch of guys we've met. For more information on the patrol write me, Edwin Smith, P.O. Box 2141, El Cajon, CA 92021 or call me at 449-0968. I'll be looking forward to hearing from you!

INDUSTRIAL ARCHEOLOGY

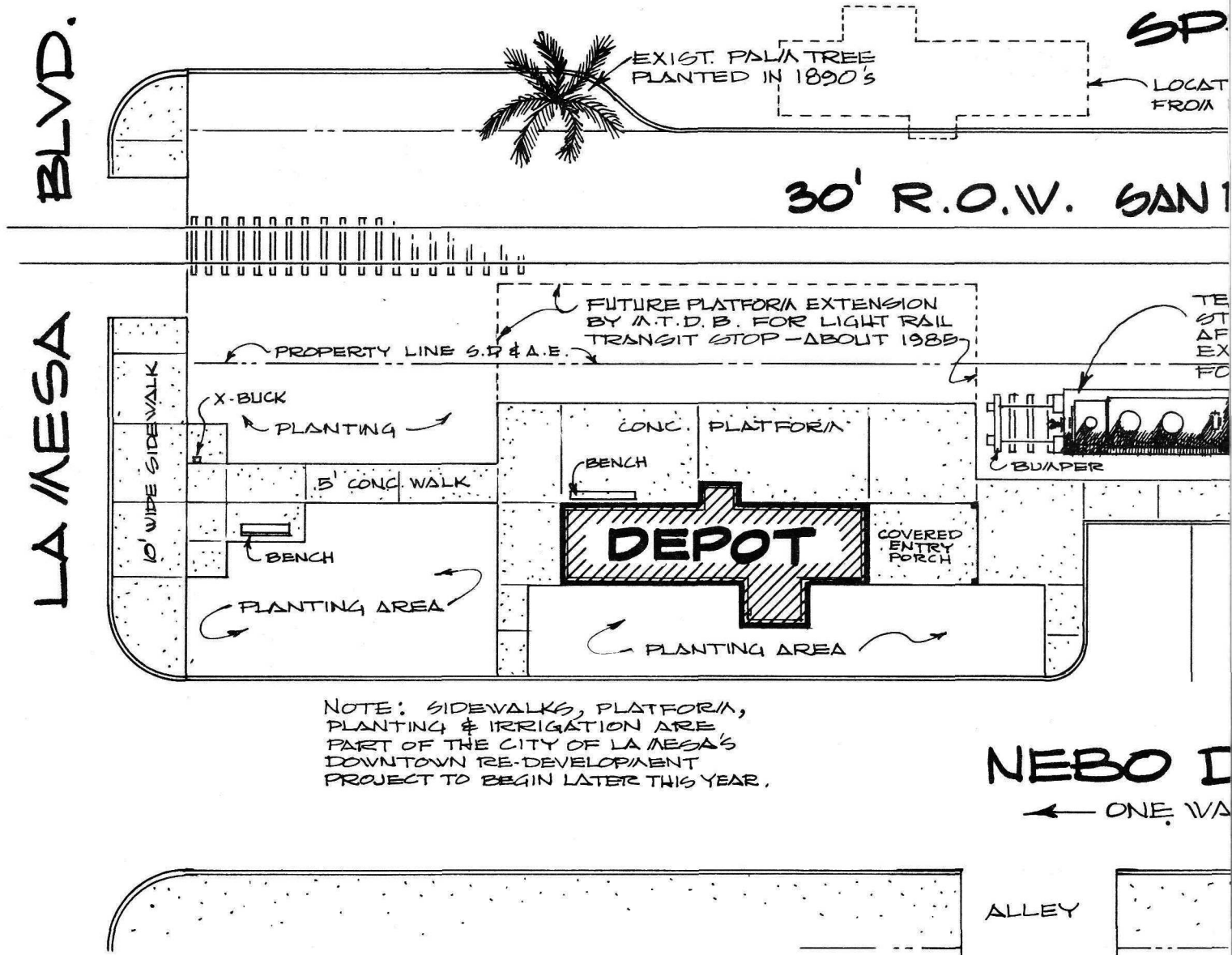
(Restoration News)

by Ken Helm

Its hard to believe that any other museum projects could be squeezed in around the PEARY and La Mesa Depot projects, but thats what happened last month. Our wooden refrigerator car, ex-Fruit Growers Express, was sanded down and painted in reefer yellow with boxcar red ends. John Ashman got this project underway and Norm Hill, Geoff Gibson, Dan Robirds, Ken Helm and Nick Nichols were involved in this as well as the painting of one of our GATX tank cars in classic black. Counting the PEARY, this crew was involved in the painting of three pieces of P.S.R.M.A. rolling stock since the last REPORT.

And what about Good Ol' Jack Linn? P.S.R.M.A.'s resident curmudgeon has been rebuilding the traps on our Union Pacific coach #576. Jack is a hard working regular at Miramar and has been fighting rust and decay on the U.P. coach for some time. This car is next to be painted on the Miramar string as soon as the depot project and related locomotive move don't need as many warm bodies.

And now for the standard pitch that normally ends this column every month and appears regularly in the newsletters of dozens of volunteer organizations such as ours across the nation. We need more foot-troops! There are lots of projects underway that need your help, some requiring only very light duty work. Its easy to get involved and no experience is necessary. We need exhibit staffers, painters, mechanics, carpenters and handymen of all kinds. Call Jim Lundquist at 697-8790 or Larry and Tanya Rose at 469-3064 if you have a free Saturday and would like to help. There is something going on every weekend.



LA MESA DEPOT: Big Push For 1980

P.S.R.M.A.'s in-town home in the form of the 1894 vintage La Mesa Depot, is now underway. Restoration of the old building is being carried out by museum volunteers as usual, supported by donations and a small federal historic landmark restoration grant arranged for by the City of La Mesa.

With the PEARY now back on line, this project is the Association's main push for this summer and fall. The depot location will also include a display track for our two 0-6-0 steam locomotives now stored at the Orange Empire Trolley Museum at Perris in Orange County. Caboose #1413 will join the two steamers as soon as possible.

The depot will provide a centrally located meeting place for the Board of Directors and museum committees. It will also be the Association's main business address and general offices. The interior of the depot will be outfitted as close as possible to the original decor as verified by Mrs. Levitt-Cox, daughter of the station agent who was there from 1910 till 1936. Mrs. Cox toured the depot a few weeks ago closely followed by the editor of this sheet taking down notes on colors, materials, fixtures, and locations of furniture, etc. Mrs. Cox's recollections were also verified by several other La Mesa old-timers who remember the depot and used to catch the train to San Diego to attend high school there in the 1920's.

RING STREET

ION OF DEPOT
915 TO 1954

EXIST. CONC. CURB

LOCATION OF WATER
TANK FROM 1894
'TILL ABOUT 1953

DIEGO & ARIZONA EASTERN RY.

AVE.

TEMPORARY STORAGE & DISPLAY OF TWO 0-6-0 T
EADIA LOCOMOTIVES & CABOOGE NO 1413.
AFTER MOVE TO CAMPO THE MUSEUM
CURSION CARS WILL BE KEPT HERE
R SERVICE & DISPLAY BETWEEN TRIPS

PROPERTY

LINE

300' TO SWITCH
(FUTURE)

5' WIDE SIDEWALK

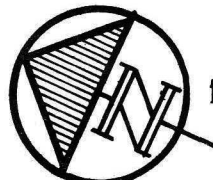
PARKING FOR 16 CARS

PLANTING

LEMON

DRIVE (RAILROAD AVE.)

SCALE



1" = 20'

SKETCH BY L. ROSE 6/12/80

The depot will be open weekends staffed by members of the La Mesa Historical Society and P.S.R.M.A. Artifacts and photos of pioneer La Mesa will be on display as well as rail memorabilia from the museum archives. The target date for the completion of the depot restoration is October, in time for La Mesa's "Oktoberfest" celebration. The locos and caboose should be in place by August, if everything goes as planned.

Much has been done on the depot project in the last two months even though the ROBERT PEARY push occupied most of the restoration crew. All of the sewer pipe and vents and the copper sweat soldered water lines have been installed by H. A. Hurry. Larry Rose, Ken Helm and Nick Nichols framed the toilet room while Jim Lundquist, Bob Martin, Art Austin, Dan Robirds, Eric Sanders and Norm Hill worked on roof repairs. David Black and Dick and Cliff Pennick also put in an afternoon rebuilding the post bases on the covered porch. Electrical contractor Al Barnier has volunteered to wire the building and started work June 7th. "Barney" should have most of the wire pulled by the time most members read this. Bill Barbour, H. A. Hurry, Norm Hill, Larry Rose, Bob Martin, and Mike Reading finished most of the rough framing on June 15th.

There has been some notable donations of material that is deserving of special mention. John Maxwell, owner of the La Mesa Planing Mill, delivered over 600 feet of clear tongue and groove 1X6 boards the first week of June. Norm Hill donated several rolls of 15 lb. roofing paper, several kegs of nails, electrical switch boxes and parts as well as the correct light

fixtures for the interior. John Hunter donated electrical thin wall conduit and a large box of electrical fittings. Wally Barber, contractor for the downtown leg of M.T.D.B.'s "Tia Juana Trolley", donated the correct type of rolling baggage door hardware and a small, double hung 1910 vintage window and frame for the restroom. Andy Pierce, a sheet metal man, has donated a complete chimney assembly custom built to drawings and specs supplied by project chief Larry Rose.

Thanks to all of the volunteer labor and material donations, we are proceeding on schedule and under budget but we will still need a lot of help to complete our in-town rail center. The moving of the 60 ton locomotives and caboose will be expensive and cash donations are urgently needed to get the move underway. Warm bodies are also needed to install insulation, hang drywall and do finish carpentry. If we all pitch in like we did on last year's caboose project, we can make our goal of an October opening a reality. So come on, people, let's do it!

EXCURSION NEWS

by Shirley Simpson

May 3-9, 1980, a lively group of travelers journeyed with P.S.R.M.A. tour leaders Shirley Simpson and Ann McVeagh on the fascinating Mexican railways to the great Canon del Cobre (Copper Canyon), home of the Tarahumara Indians. These semi-nomadic people, isolated for many centuries from modern civilization, still live in cave dwellings and wooden shelters maintaining their peaceful life style. Our excursion took us on three foreign railroads: the Sonora-Baja, the Pacifico and the Chihuahua al Pacifico. The Chihuahua al Pacifico Railway is an amazing engineering feat, a system of 37 bridges and 86 tunnels.

A highlight of the trip was getting to ride on the side, the point and forward steps of the leading locomotive. Copper Canyon is spectacular and especially so from this rare vantage point.

We arrived in Creel in time for Sunday dinner. Shirley Simpson and some of the group stayed at Motel Parador de La Montaña. Ann McVeagh and the rest of the group stayed at the Nuevo Hotel.

Monday held more excitement. It was "Cinco de Mayo" and the morning was filled with the parade, music, dances and "games of chance". Monday afternoon the groups from both the Parador and the Nuevo headed to Araceco Lake, town of San Ignacio and the Indian Caverns.

Tuesday both groups went to the bottom of the canyon, 100 miles and six hours away. We traveled from 7,000 feet at Creel to 10,000 feet and then down to 200 feet at Batopilas. What views!! Amazing discoveries awaited us in Batopilas, a centuries old Spanish mining town. People who were not up to the long drive went to Urique Canyon, one of the famed copper canyons, at about the halfway point.

Wednesday the groups were off to Sisoguichi Jesuit Mission Center. That evening everyone met in the Parador's disco for a festive party of dancing and music.

Thursday morning everyone scurried around making last minute purchases before having lunch and boarding the train for home.

Once again it was out on the engine running boards for some great train riding from a vantage point that one could never enjoy in the U.S.

I'm looking forward to some of you journeying with us on the next trip to Copper Canyon and Creel scheduled for September 20-28, 1980. Hasta luego!

FAN MAIL

Editor, REPORT:

Even though I have consistently admired and appreciated the work you and Tanya have done with REPORT and many other facets of Museum operation, I have seldom taken the time to put that appreciation into words. Well, now is the time and I hope it opens the door for more of our other members to do the same.

Every issue of REPORT is looked for with anticipation but the April-May issue was a beautifully done work of art. The layout was terrific and the photos well chosen and well presented. The cover shot of Shay #3 under a plume of smoke was especially nice. I was also impressed with the steam-up on April 5th. The operation was conducted with skill and maturity, and I was happy to note that safety was the order of the day. My hat is off to not only the operating crew but the hard-working restoration staff as well. All have obviously done an outstanding labor of love.

As a long-time member and director of the Museum, I have watched its fortunes rise and fall and fall and its hopes and dreams wax and wane. But never have I been more optimistic about the future than I have during the last year. We are blessed with an outstanding staff and a growing, dedicated membership, and with this combination, there is absolutely no way we can fail! Thanks, P.S.R.M.A., for achieving what we only dreamed about 16 years ago!

Warmest Regards,
Dick Pennick

Dear Tanya,

I'm refreshed and revived after a delightful weekend to and from and in Las Vegas with your group. It was a fascinating trip--such friendly interested and interesting people.

The hours spent by the members of your group in restoring the old #1509 must all seem worth while as they see and enjoy this beautiful car. Real dedication--and results so gratifying. It is beautifully done. Hats off to the entire crew! They did a beautiful job--especially Frank Kearney. Congratulations and happy railroading hours ahead to you all!

Virginia Corrigan

YUMMY FOR THE TUMMY DEPT.

On our mid-April trip to Las Vegas on #1509, Master Chef Frank Kearney had everyone raving about his Caesar salad. Frank has been kind enough to send the recipe to me so it can be shared with all of you. Try it soon!

T.R.

CAR #1509 CAESAR SALAD

(serves four)

Trim one large or two small heads of romaine lettuce; tear into bite-size pieces and chill. Add the following ingredients in the order listed. Toss the salad after adding each ingredient.

- 1) 1 tsp. each of lemon pepper and garlic salt.
- 2) mixture of $\frac{1}{4}$ c. olive oil, 1 tsp. Worcestershire sauce, 1 mashed garlic clove and 1 inch anchovy paste
- 3) $\frac{1}{4}$ c. grated Parmesan cheese
- 4) juice of $\frac{1}{2}$ lemon
- 5) one egg yolk, slightly cooked
- 6) 1 c. croutons

Membership News

by Tanya Rose

This month's roster update totals 717, with some notable additions to our ranks. For the first time in the history of the museum we have a sustaining member, San Diego Trust & Savings Bank. As you recall, Tom Sefton, the president of this bank, recently gave us a \$5,000 grant. Again we thank you, Mr. Sefton, this time for the sustaining membership!

I'm constantly amazed at how we seem to be drawing people from all walks of railroading. Bill Dowe, a local Santa Fe engineer (and all-around neat guy!), Carl R. Ball, Chief Special Agent for the whole Santa Fe system, Ed W. Springer, retired Santa Fe conductor, Harvey F. Dick, Vice President-General Manager for the Pullman Standard Company, and David F. Myrick, noted rail historian, author of "Railroads of Arizona", "Railroads of Nevada", etc. etc., are now museum supporters.

Also adding the luster of their names to our association this month are the following new members. I'm glad to have you all with us!

SUSTAINING MEMBER

San Diego Trust and Savings Bank

REGULAR MEMBERS

Virginia F. Corrigan	Dale H. Swanson	Ed W. Springer	Janet Haselton
Harvey F. Dick	Donald Krutop	Charles E. Brown	Bill Dust
Bob Eikel	Arthur C. Austin	Cass Witkowski	David F. Myrick
Allan E. Irving	John W. Baxter	Roland A. Wright	

FAMILY MEMBERS

William H. & Shirley M. Dowe	Arthur D. & Ethel P. Johnson
Mike, Siu Fong & Jing Jing Evans	Jeff, Anita & Andy Johnson
Edward F. & Collette Kelly	John B., Anne, Laurie & Jennifer
Jim, Carmen & John Plank	Rogers
Frank P. & Roine Sano	Sharon Thurgood & Isabelle Wallace
H. N. Horner & Betty Phillips	

CONTRIBUTING MEMBERS

Morris E. Dye	Carl R. Ball	Susan Kamin	Harvey B. Smith
Bruce A. Fowler	Peter Bradley	Alan Kellogg	

M.T.D.B. TROLLEY TOUR JULY 20

Special Activities Director George Geyer has set up a bus tour of San Diego's light rail transit construction project for Sunday, July 20. M.T.D.B. will provide a spokesman to answer all questions as we tour the route from downtown to the border and back. This is your chance for an up to date progress report on the "Tiajuana Trolley" and tour the yard and all major works on the line. The bus will leave the Santa Fe Depot at 11:15 a.m. for an interesting afternoon along the newest rails in the Southwest. If you would like to go, send \$5.00 to George Geyer, 4486 Kansas St., San Diego CA 92116, and hurry. Seats are limited. If you are coming from out-of-town the bus will wait for the 11:05 Amtrak train.

REPORT is the official publication of the Pacific Southwest Railway Museum Association of San Diego. EDITOR: Larry L. Rose; TYPIST (& flak catcher): Tanya Rose; CIRCULATION: See above. Published monthly (more or less) by the Association. P.S.R.M.A. is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history.

Fund Raising Progress

CABOOSE #1413

Donations earmarked for our Santa Fe wooden caboose are still coming in. This month, friends of the "Shack" are Carr Beebe, Eric Burch and rail author David F. Myrick.

LA MESA DEPOT

Carr Beebe joins Art Gomez in being first in line with a donation for our depot project, having come through even before the formal kick-off of this fund raising drive.

ROBERT PEARY

Although this project was financed out of general funds, Michael K. Malone felt like contributing directly to the restoration of our cherished Pullman business car, as have Ken Helm, Larry and Tanya Rose, and Terry E. Durkin as mentioned elsewhere in this issue of REPORT.

RAILFAN PATROL

Carr Beebe again and Santa Fe engineer Don Grewe have helped P.S.R.M.A.'s vandal thwarters with cash donations.

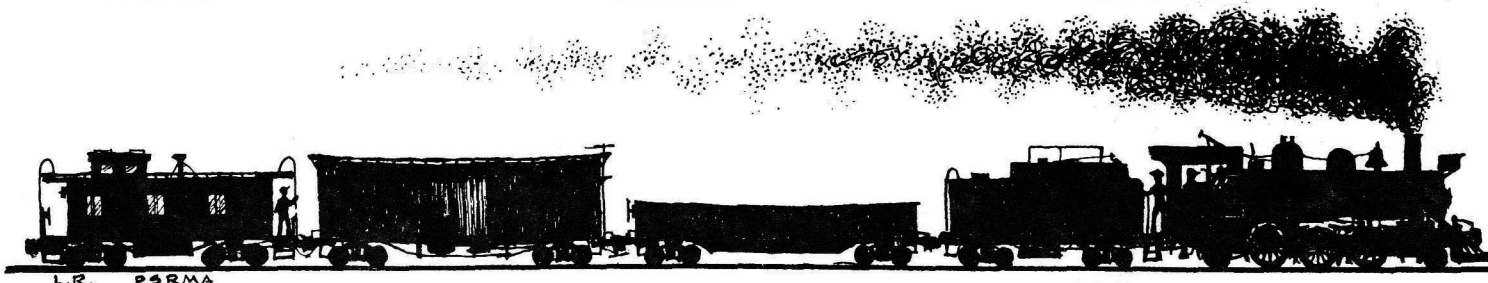
POSTAGE

The postage bill for P.S.R.M.A. has been going up along with the growth of the association and inflation. The following members have chipped in to help get on top of the situation: engineers Don Grewe (ATSF), Earl H. Stevens (CB&Q retired), and Tom and Dolly Dush.

Thank you, people, for coming to the aid of your railroad museum!

MEETING JULY 25th

The next P.S.R.M.A. get-together at the Casa del Prodo's La Sala Room in Balboa Park will be Friday, July 25, at 7:30 p.m. Dan Marnell, our globe trotting steam chaser, will have a program of slides featuring steam today in East Germany and Ecuador. The July meeting also is the opening of nominations for next year's museum officers. For those not attending, a nominating ballot will be included in the next REPORT. Please come and bring a friend for a little fun and fellowship with San Diego's rail enthusiasts.



GET IN THE P.S.R.M.A. HABIT !

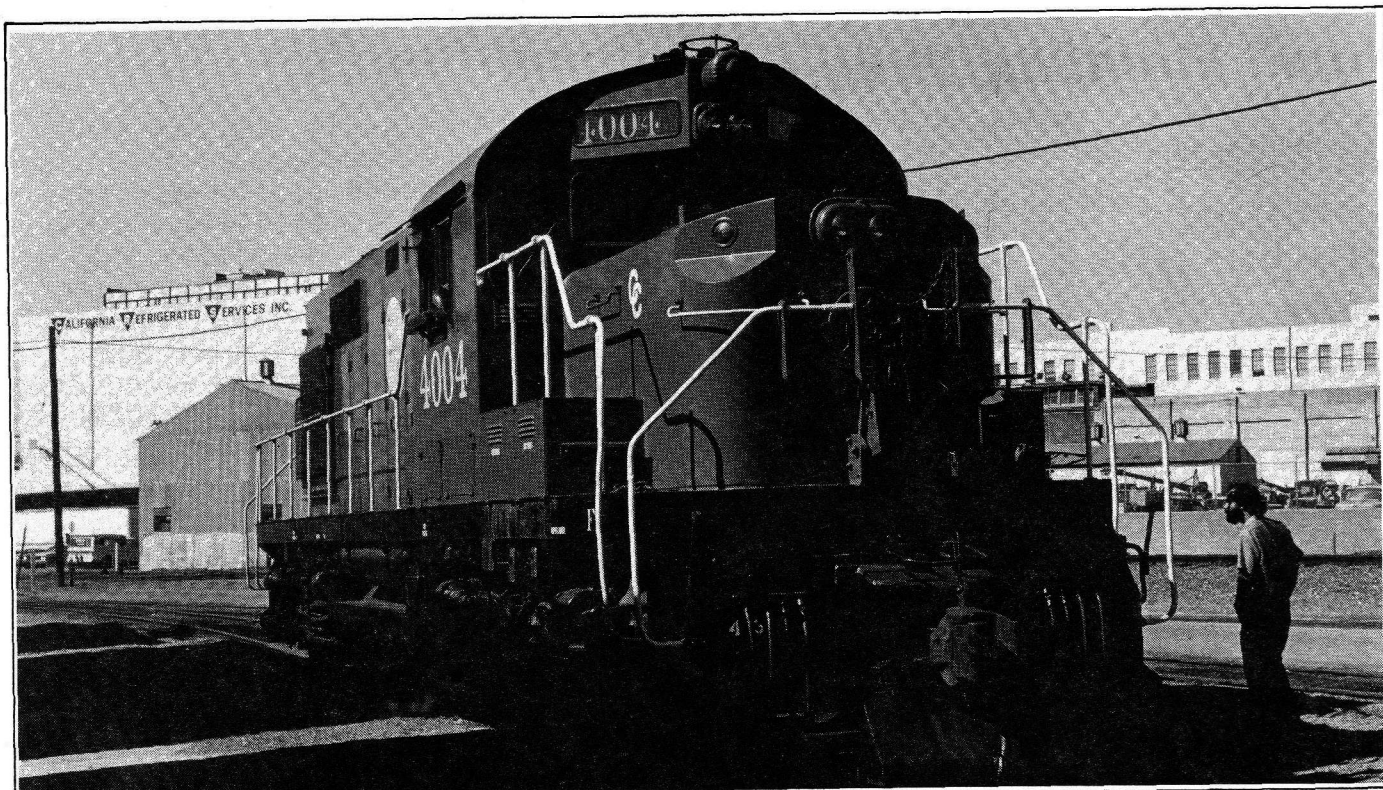


PHOTO OF THE MONTH

David Black took this shot of San Diego & Arizona Eastern Railway's Alco DL-721 (RS-32) near the San Diego engine house last month. The bright red loco, still wearing Chrome Crankshaft lettering and its old Southern Pacific number, is one of only 35 engines of this type built, ten for S.P. and the rest for N.Y.C. The S.D. & A.E. crews as well as the management don't like this smoke belching loco so go see it while you can; it might not be around much longer.

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