July-Aug.'81 **REPORT** No. 175

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

$ 25,000

J. W. SEFTON FOUNDATION GRANT!

A grant of $25,000.00 from the J. W. Sefton Foundation has given PSRMA a big jump on development of our museum facility in Campo. Thomas W. Sefton, Chief Executive officer of the San Diego Trust and Savings Bank, is the foundation administrator and the man responsible for this most timely gift. Mr. Sefton, a long time member, helped provide the downpayment for our first parcel of land in Campo with a grant last year and has now funded the first phase development of our permanent home.

The purchase of the all important second parcel of land in Campo, funded primarily by donations from the PSRMA rank and file, had left the treasury almost dry of funds to actually start physical work on the property. This grant will help get the grading started and will go a long way in financing the remodel of our gym/engine house. Our all volunteer work force and scrounging tradition will help stretch this grant to cover a number of projects for Campo now in the planning stages. (See the Campo work report in this issue for all the latest news.)

Land purchase donations are still coming in from the membership. Our people have done their best to make 1981 the finest ever for PSRMA and with four months still to go we have received the largest cash gift ever! What can top that!? The grant is like a seal of approval on the land purchase effort and all other museum projects that have taken so much toil and sweat to bring off. Thank you, Mr. Sefton, for renewing our resolve to keep on making tracks!

AMTRAK COACH JOINS MUSEUM FLEET

The museum has acquired Amtrak Coach #5601 built by Budd in 1939. The all stainless steel car is ex-Atlantic Coast Line #201 and ex-Seaboard #5601. The coach is complete and in excellent mechanical shape, having been taken out of service only a few months ago. PSRMA's first light weight passenger car is ours courtesy of John Baldwin of San Francisco who presented a check for $2,500.00 to the museum for the purpose of securing a first generation "streamliner" type car for our collection. The car is now in San Diego and will soon be moved to our spur in La Mesa. More information will be in the next issue of REPORT.

INDUSTRIAL ARCHEOLOLGY
(Restoration News)

by

Ken Helm and Norm Hill

Army Kitchen Car

The inside and outside of this car has at last been painted. Norm Hill whipped the troops into a frenzy to get this car painted in time for the steam-up of August 22nd. Norm and the gang worked Wednesday nights as well as the usual ten hours on Saturday and Sunday to finish the preparation.

The rest of the interior hardware was stripped and primered. The bunks were sandblasted at Western Sandblasting courtesy of member Loyd Gage. Window trim was custom made by our wood wizard, Frank Cooke. Metal artist Dick McIntyre was also busy rebuilding stove parts, door parts and the generator cover. He even fabricated an old style shower head. Small details too numerous to list were taken apart, stripped, repaired and reinstalled by the following troops: Norm Hill, Bill Barbour, Doug Kerr, Randy Gibson, Russ Kimball, Dick McIntyre, Frank Cooke, Andrew Bramblett, Bob DiGiorgio, Tom Travis, Ken Helm, Robbie Smith, Ann McVeagh, Wilma Steele, Scott and Bryan Thompson, J. R. Siegel, Steve Norris, Joel Cox and Andrea Hill. The Wednesday night crew of Norm, Bill, Randy, Robbie and Tom insured that the original W.W. II paint scheme would be applied in time to show the car off at the steam-up in a 99% completed state.

The kitchen car was the worst hulk in the museum collection when work began five years ago. In that time, every square inch was given a thorough going over, consuming thousands of hours of volunteer labor. Saving this historic A.C.F. Co. troop car has been every bit as satisfying as the launching of the much larger #1509. Kudos to all the crew for another superlative effort!

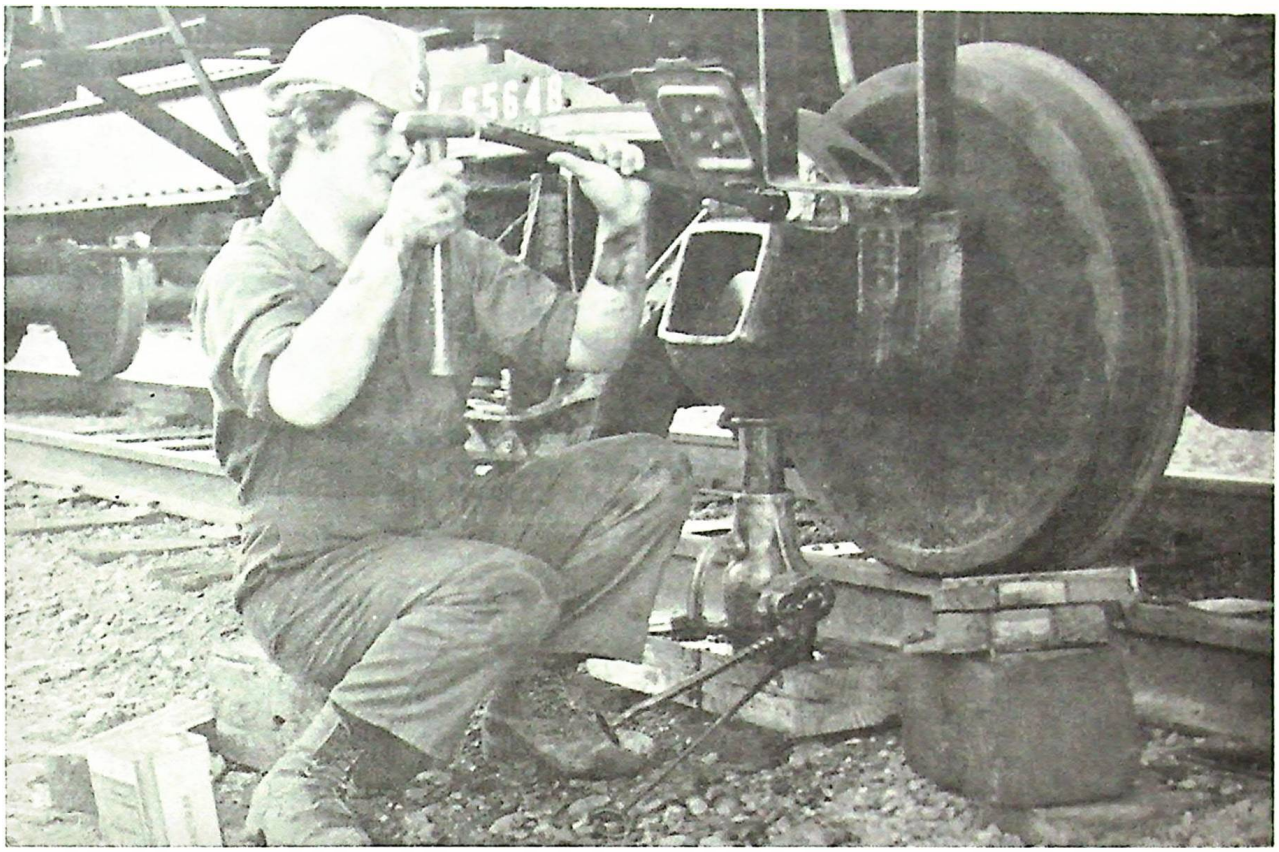
Other Cars

All cars are being prepared to move to Campo next year and are being given the full mechanical treatment by PSRMA Carman, Robbie Smith. Robbie went to Purdy Scrap Yard in Mojave, California, twice to get journal brass and brake system parts, going once alone and the last time with Dan Robirds who assisted in the miserable work in 100°+ temperatures. (The officials at the high desert rail graveyard were so impressed with Robbie's rail parts knowledge that they offered him a job!) Every car at Miramar has been serviced. Journal brass has been replaced in almost half of the equipment. Robbie has lubed and repacked every car and is now completing COTS (clean, oil, test, stencil) on the brake gear of all cars.

Robbie has his own tools and test equipment for this very specialized work and at the age of 18, has acquired air brake knowledge second to none in the museum. In the week before the August 22nd steam-up, Robbie put in almost 100 hours of volunteer labor at Miramar, including 24 hours straight the day before. This incredible effort, involving very filthy and heavy physical labor, puts Robbie in a class by himself. Known as "Grease Ball" or "Pig Pen" by the restoration crew, Robbie has earned the admiration of everyone and will soon be scrapping railcars and stockpiling parts for a living at Mojave. He has promised to keep working on museum equipment, commuting over 600 miles round trip each weekend-----a zealot extraordinaire, the perfect museum volunteer!!

SHAY No. 3

Getting the 1923 Lima product ready for one last blast at Miramar included a general sprucing up and the rebuilding of the wooden cab interior. Engine wipers and maintainers included: Ken Helm, Dan Robirds, Ron Hyatt, John Nichols, Tom Travis, Norm Hill, Bob DiGiorgio, Bill Barbour and Russ Sargeant. "Nick" Nichols used interior paneling left over from the La Mesa Depot project to re-do the cab interior and rehung and repainted the oak cab doors built by master cabinet maker Frank Cooke. Dan Robirds and Ron Hyatt scraped and painted the <u>inside</u> of the tender, hardly your most fun railroad job.



PSRMA Carman Robbie Smith drives the pin out of a broken journal box cover on one of our GATX tank cars during a marathon repacking binge at Miramar last month.
(photo by Patricia Hayes)

The Shay steamed perfectly on August 22nd, testimony to the quality of work of the museum engine crew. A steam boat whistle was installed this time in lieu of the Nathan four-chimer usually in place on the 100 ton sidewinder. Number 3 never sounded better!

Compressor

Some time ago, PSRMA purchased a 1500 pound trailer mounted four cylinder air compressor in a military surplus bargain hunt. Ken Helm was the chief mechanic in a rebuilding effort that lasted four months. Ken donated $200.00 in parts and was assisted by Russ Sargeant, Dan Robirds, Paul Horky and Robbie Smith. The machine now works perfectly and a touch of a button will produce enough air to power a jack hammer, fire up a steam locomotive, run several air tools or four spray guns at one one time. The museum also owns a fifty gallon sandblasting pot at Campo that can easily be powered by this rig once some hoses are secured. (Loyd Gage will be happy to hear that!) Thanks, people, for taking another important project off the museum check list.

LA MESA DEPOT

The next issue of REPORT should announce the completion of the restoration of the oldest building in La Mesa still in its original form. The 1894 structure is nearly completed, needing only a few details to be topped off. A 1910 vintage sink has been installed after being scrounged out of Wally Barber's La Mesa Salvage Yard. Member Bob Kittel of Long Beach donated a 1920 era high tank toilet still in its original packing crate. Wilma Steele tapped her brother's plumbing business for some additional parts required to install this gear in the depot.

The actual installation was accomplished by Larry Rose and Bill Barbour. Norm Hill showed up just in time to pull the chain for the first test flush after Larry and Harry Doering had hooked up and flushed the water lines. Everything works perfectly now in the toilet room. Norm Hill provided the finishing touch with a custom made oak framed mirror mounted above the sink.

All light fixtures have been installed by ace electrician Al "Barny" Barnier. The fixtures were scrounged out of Wally Barber's salvage yard and rewired by Tripp Electric Company in Irvine. (another Norm Hill arrangement) The classic green and white porcelain shades were cleaned and polished by Norm before being turned over to Barny. The depot at night is now a bright, cheerful place.

The metal grillework above the ticket counter was fabricated by the incredible Mr. McIntyre from an old industrial gate found in a salvage yard. Working from drawings prepared by the museum General Manager, Dick built and installed a perfect replica of the grille described in the original depot inventory dug out of a trash dumpster by museum foot troops over a year ago.

Local Santa Fe hoghead T.E. Durkin donated an antique Denver and Rio Grande pot belly caboose stove that was reconditioned and stove blacked by Bill Barbour and Harry Doering.

Depot Project Architect Larry Rose is shown here putting the finishing touches on the station sign. The chimney was fabricated and installed by sheet metal artist Andy Pierce and has since been painted black. (photo by Bill Barbour)

Wood wizard Frank Cooke built the sign for the top of the depot. It is a perfect reproduction of the one shown in the old photos. The sign research, drawings, lettering and installation was handled by our resident depot fanatic assisted by Bill Barbour, a zealot in his own right. Frank also built new parts for the depot baggage wagon (solid oak, of course) which is now undergoing restoration in the baggage room. Norm Hill, ano-

ther tenacious PSRMA volunteer, hauled the metal parts up to Loyd Gage's sandblasting company where they were blown spotlessly clean. Norm's 200 mile round trip to get something done for PSRMA is everyday stuff for him. Norm also donated an original 1923 San Diego & Arizona information handout that that now decorates a depot wall in a black walnut frame built by Doug Kerr.

There is another addition to the depot that is standard equipment in all such structures. A set of 1910 vintage telegraph equipment from the museum collection has been installed in the agent's bay complete with sounding box and scissors phone. Robbie Smith wired the key into some new dry cells and ex-U.S. Army code operator Larry Rose regularly fills the depot with a very traditional sounding clickity-clack.

A classic red diamond Railway Express Agency sign has been installed next to the baggage door on the north end of the depot. The sign, shown clearly in early photos, was reproduced by Larry Rose using as a pattern an original sign from Norm Hill's collection. One other outside sign is still needed. Does anyone have a white on blue Western Union Telegraph and Cable Office sign?

Window shades and waiting room benches are the last interior details needed. The plans for the benches are drawn and Frank Cooke is ready to build them. All we need is $1,600.00 for the oak. A description and dimensions of the original benches was found in our "dumpster" collection which which has proved to be a bottomless pit of local railroad information.

Special thanks to Steve Norris, Scott Thompson and Harry Doering who have regularly helped out with painting, cleaning, door planing and whatever needs to be done at the station.

40 Ton Crane

Our 40 ton capacity self-propelled railroad crane has been getting some much needed maintenance in the last few months. Bill Niedrich has assembled a crew of Vern Cook, Ed Horne, George Parish, Russ Kimball, Dick McIntyre, Alden Morse and Good Ol' Jack Linn. Re-rigging is underway as well as a general sprucing up to get the 1941 machine ready for some hook work at Campo. The crane is stored in the SD&AE yard at the foot of Union Street downtown. Any member who would like to lend a hand or just go by and see it should call Bill Niedrich at 276-0112.

Rail Salvage

Another Bill Niedrich project is the removal of a mile or so of rail on the old Coronado branch donated by the SD&AE Railway. The rail is being taken apart and stockpiled near the old right-of-way where it will soon be loaded on flat bed trailers and hauled to Campo. Helping with this vital chore were the following track workers: Greg Barton, Bob Bradley, Hugh Couchman, Mark Cramer, Ed Horne, Dave Landrum, Richard Lorkowski, Ben Mattison, Dick McIntyre, Don Murray, Art Paget, Bud Parfumorse, George Parish, Andy Pierce, Mike Reading, Dan Robirds, Brett Tallman and Ron Hyatt. Removing balky track bolts and prying off rusted joint bars is hard work and Bill and the crew deserve much praise for taking on this very important Campo preparation project.

FOR YOUR INFORMATION

Restoration	Larry Rose.....469-3064	Railfan Patrol	Ed Smith.....449-0968
Exhibit Staffing	The DiGiorgios...283-3066	Memberships	Tanya Rose...469-3064
Excursions	Ann McVeagh.....444-3808	La Mesa Depot	(weekends)...465-8444

All members are invited to attend the monthly Board of Directors meetings where most association policy decisions are made. They are held on the first Tuesday at 7:30pm each month in the Trust Room of the San Diego Trust & Savings Building, 6th and Broaday, San Diego (enter building from the Broadway side).

REPORT
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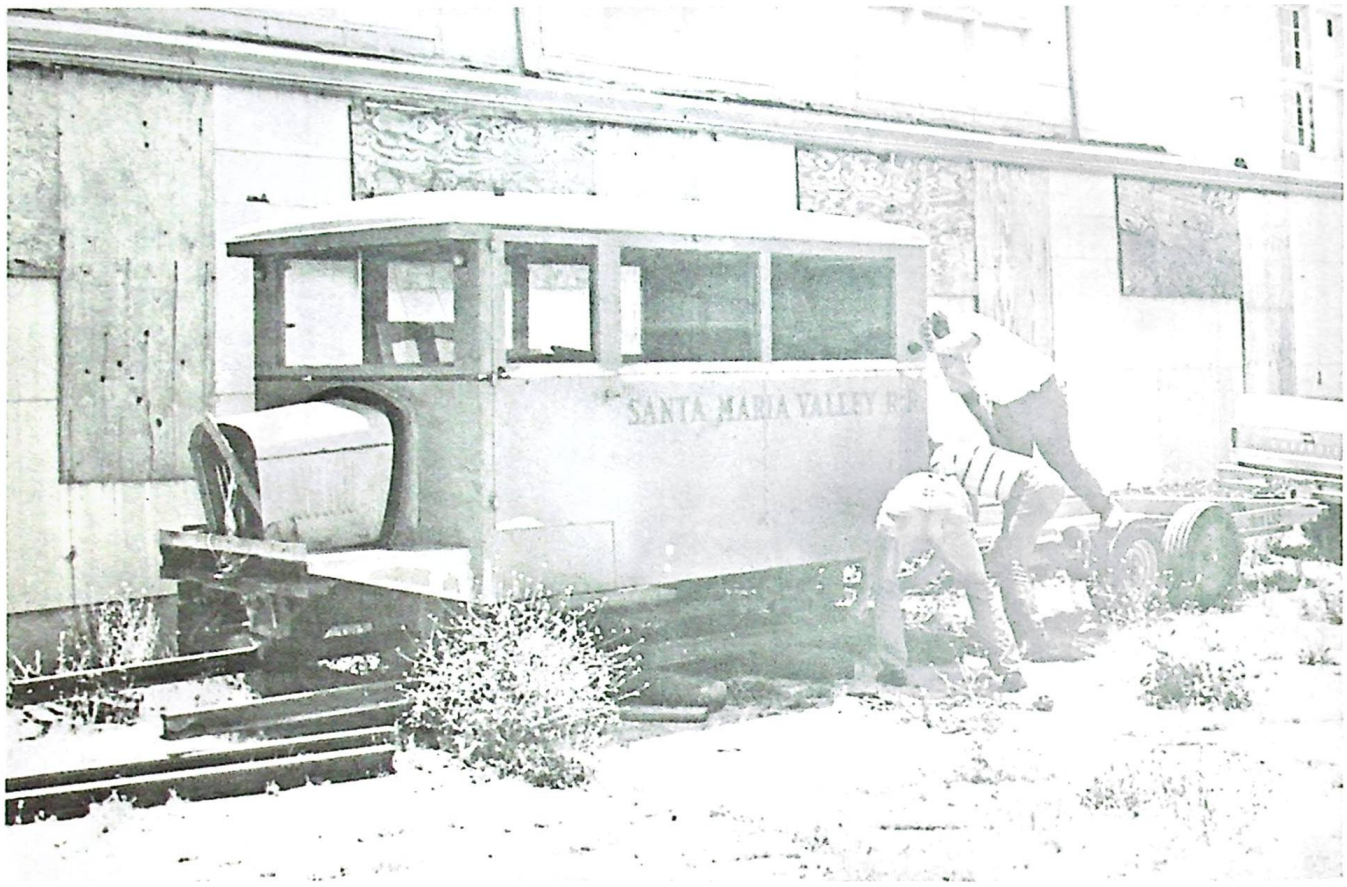
CAMPO

A lot of tough work in hot weather has kept the size of the crew down for the last few sessions, but much was accomplished by the hardcore folks who turned out. The plywood shear panel above the first of three engine house doors was installed by Larry Rose, Bob Hamill and his dad Jim. This crew also removed the existing windows and gypsum board



Railbus 1st at Campo

The first railroad hardware is unloaded at our Campo facility by Dan Robirds, Bill Barbour and Jim Lundquist. (L. Rose photo)

PSRMA regular Harry Doering is shown here removing the maple handball court siding for salvage. (L. Rose)

from the entire east end of the structure to make way for the new door framing.

A water cooler was installed near the back door by Dan Robirds. The fountain was donated by a local resident and its icy water will be much appreciated by the crew during the warm months. Dan, Ron Hyatt, Bill Barbour, Harry Doering, Norm Hill and Scott Thompson are almost finished tearing down and salvaging the handball court in the southwest corner of the building.

A weed removal session also took place with Scott Thompson, Larry Rose and Jim Hamill chopping away with shovel and hoe. The area cleared now holds the first rail equipment moved onto the site. Bill Barbour, Jim Lundquist, Larry Rose and Dan Robirds loaded and hauled our Model A powered Santa Maria Valley Railway Fairmont rail bus from Spring Valley to Campo one weekend in June.

Don Taylor's East County Lumber Company has been supplying all the parts and lumber that have been required for renovation and alterations underway. The next big push will be the removal of the toilets and installation of a shower and crew bunk room.

The amount of work to be done is staggering. Getting more members involved in the nitty-gritty work at Campo is essential if we are going to get rail layed this year. The second weekend of each month is the main Campo push for the immediate future. If you can be there, call Larry Rose at 469-3064 for information and car pool arrangements.

Land Fund

Our home in Campo is closer to being paid off every day as the membership continues to contribute to the land purchase fund. Many of the folks on this list have contributed more than once, and one of them, Jim Slingsby, has gone to the well four times for PSRMA!

The Ayers Family	Randy Gibson	Frank Munster	Julie Hocking
Bill Attaway	Russell Hadley	Cliff Pennick	James T. Slingsby
Cecil & Lois Badman	Edward L. Horne	Mari Porter	John Starkey
Robert Birkett	Jeff Johnson	James Quigley	Bob & Leanna Sterling
David Black	Jim Lundquist	Helen & Joe Reuter	Karl Stephens
Paul Bortell	Karl Mappus	Cletus & Inez Ringlein	Donald Tustin
Nolan Clark	Michael Maiten	Steve Rosefeld	Al Vartanian
Virginia Czajkowski	Dan McLean	Ronald Sinnen	Helen Vilhauer
Chris Ferguson	Charles McIlwraith		

These people have contributed $1,319.00 to PSRMA's biggest project which is now near the $10,000.00 mark in total contributions. Thank you people, for insuring a home where the iron horse roams.

TROLLEY UPDATE

by Jim Lundquist

The first six weeks of operation of the San Diego Trolley have been a smashing success in spite of a few start-up problems with standing room only on all trains at some points between downtown and the border. The ridership has been running 66% above the projected load, consistently averaging 15,000 riders a day.

Revenues are also way above the prediction. The honor ticket system is working almost perfectly with less than 1% fare evasion. Most of the very few caught without tickets were tourists or others who were not used to public transit and just made an honest mistake. Real deadbeats have been extremely rare,(almost as rare as the once vocal critics who expected the system to fail. They are still waiting.....and waiting..... and waiting.....)

Commuters are starting to use the trolley daily. Scenes of a car screeching into a park and ride lot and a commuter dashing, briefcase or lunchbox in hand, to jump on the trolley are a common sight. The monthly saver passes are starting to be widely used. A buck fare for a sixteen mile ride has to be the best deal in town and the passes will even beat that at $31.00 a month for unlimited rides.

There have been a few problems in the early going. The planned 32 minute schedule and 15 minute headway could not be met and a 45 minute schedule at 20 minute intervals is now the norm. This performance will be greatly improved when the double tracking is completed next spring and ten more transit vehicles are on line.

Mechanically, there have been problems with the automatic doors and the wheelchair lifts, causing many delays. Crossing gates are being smashed by motorists every day and there are still bugs being worked out of the signal system.

Many tourists and first time riders have had trouble finding change to put in the ticket machines. This problem has been partially solved with change available weekends at the border and the Amtrak depot.

Museum member Duane Leal was the operator in the first auto/trolley collision when an illegal left turn caused minor damage. The motorist was given a ticket to go along with his dented fender. PSRMA's president is the second seniority operator and was at the controls of the first trolley to the depot and to the International Border.

If you haven't yet ridden the nation's newest rail transit system, you are in for a treat. It's fast, fun and convenient and railfans aren't the only folks who have discovered that. Auto traffic at the border check station is down 10%!

Membership News

by Tanya Rose

Last month, PSRMA passed the 1,000 mark in total membership and never looked back. As of this writing, we are 1,020 strong and climbing. Our 1,000th member is Chris Fletcher who lives in Cardiff, California with his wife Peggy. Burlington Northern engineer Richard Walter of Lincoln, Nebraska was our 500th member in September, 1978. That's just three short years ago, train fans. We must be doing something right, especially since it took us nearly twenty years to reach the first 500. When do we stop? Never, I hope!

Joining the ranks of the life members are number ten, Bill Barbour; number eleven, Victor Koenigsberg and number twelve, James H.F. Collins. I might mention that Victor, who now lives in Sheffield, Iowa had been a member years ago. He rejoined at the life level when I sent him a copy of REPORT showing our phenomenal progress. Thank you, Bill, Vic and Jim for this boost to our funds!

A warm PSRMA welcome to all new members listed here. We're so happy to have you!

REGULAR MEMBERS

Terry A. Danielson
Loren R. Henderson
Russell C. Joslin
Stanley L. Miller
Andy Pierce
Bee Jay Veach
Helen E. Vilhauer
Dr. Dale M. Callan
Irene Elley
Jim Harding
Allen White
Anthony A. Poce
Eileen E. Snider
M. Jean Sturges
Cecilia Wolford
David J. Anderson
John J. Gartland, Jr.
Homer Hanneman
Robert B. Hussey
Mari C. Porter
Jeffrey L. Rhoads
Thomas Miles
Thomas M. Travis
Lynn S. Wallace
James Washington
Jane A. McMillan
C. P. Douglas
Joseph F. Laurent
Mrs. J.P. McDonough
Mrs. M.A. Thomas
Ms. Lorna R. Donnelly
John E. Pfingsten
Tom Sprague
John E. Halpin
Corena L. Neal
Leilani Tucker
Sheila M. MacKay
Brad Sonka
Lawrence G. Boetel
David C. Brown
Helen W. Linke
Frances O. Drummond
Francis Mergen

FAMILY MEMBERS

M/M Warren A. Johnson
Alan M. & Debbie Kellogg
Dr. & Mrs. Robert Kemball
M/M John J. Maerki
Roy & Phyliss E. Nimmo
H.R. & Elizabeth Paddock
Richard & Shirley Anderson
Allan, Joy, Bridget & Allan Burness
Arturo T. & Estela Camacho
Marceline & Brigette Cayton
Trevor G., Beryl, Jill & Diane Clarke
Charlie & Patti Clark
Albert & Lois Handy
Robert & Nancy Hazard
David & Vivian Lindemann
Robert & Carol Lindley
Sharon & Gregory McKinney
Wood & Joan Moore
Gordon & Mary Jo Samuel
Henry & Ruth Wittrock
Leon, Martha, Laura & Greg Goldin
M/M Robert C. Keller
George C., Betsy, Ariana & Nara Bramblett
Chris & Peggy Fletcher
Jim & Judy Krauch
Barry & Peggy Lyons
George & Inez Roberts
Gary & James Voyles
Robert Watrous & Susan Mercure
Fre, Margarita, Curtis & Andrew Willis
Al & Emeline Ellis
Joe & Mary Pollard
Douglas, Karen, Olin & Jelena Dirks
Theodore & Catharine Kornweibel, Jr.
Jerry, Rita, Jessica & Jennifer Slusser

CONTRIBUTING MEMBERS

Barbara Cornelius
Patricia Hayes
Jack M. Krupp
J. P. Snodgrass
Marilyn Krupp
Dennis Laue
Andrew Bramblett

LIFE MEMBERS

#10 William D. Barbour
#11 Victor Koenigsberg
#12 James H. F. Collins

IN MEMORIAM

Rogene Fagan, wife of member Ward Fagan, Rich Montgomery and Joan Wilken have passed away recently. Joan worked on the La Mesa Depot project despite her illness, a model of courage and cheerfulness. As these nice folks were a part of us all, we are the poorer without them. Our heartfelt condolences go out to their families.

Exhibit Staffers

by Bob DiGiorgio

WOW! Things have really been hopping at our exhibit on the Embarcadero! All-time attendance and income records have fallen several times this summer at our popular exhibit near the Star of India. After several years of fine work as Exhibit Coordinator, Jo Pressnall resigned from the job to spend more time on other personal interests. My wife, Linda, and I took over as coordinators in June. With Bill Evans, who is now in charge of Merchandise Procurement, we formed a new committee to operate the exhibit.

In July and August, we averaged 872 visitors each, with a record of 1,650. We have also averaged $143 a day in donations, merchandise sales and memberships, with a $238.39 record. As you can see, the exhibit is a major support of PSRMA in both public exposure and much needed income.

One of the big changes we made was to open the #1509 on a regular basis, with a souvenir shop set up in it. This is now the place to come for PSRMA souvenirs, including coffee mugs, T-shirts, badges, buckles and bumper stickers. We also added signs and bunting to make the car more conspicuous and bring the public in. Additional display material inside the ROBERT PEARY promotes the future museum and work of PSRMA in general.

Making all this work requires that we have a minimum of three dependable staffers every day we are open (Saturdays and Sundays from 12 to 6 p.m.). We are doing everything we can to make the job as pleasant as possible, such as bringing electricity into the cars for electric fans in the summer, and we'll have coffee in the winter. Other improvements are also in the works, including lights when it starts getting dark before we close.

However, it all depends on our faithful crew of staffers. Many of these folks are old hands, but many are first-timers who find that staffing is a very pleasant and rewarding way to spend an afternoon. You can too. Call us at 283-3066 for information or to volunteer.

Ray Archer (7 times!)
Keith Bennett*
Curtis Croulet (2)
Doris Dean (3)*
Corrine Gallagher*
Earl Garber*
Rae Gay*
Frank Kearney (2)
Nick Kimler
Joe Laurent (2)*
Max Miller (2)
A.D. & Ruth Mustard*
George & Marge Pressler*
Mike Retz
Lannie Starr (2)*
Al Vartanian (2)
Rebecca Archer (4)
Jim Bradley (3)
Dean Curtis
various DiGiorgios (9)
Harlan Hatz*
Herb Kehr (2)
Dorothy Knittle (3)*
Jane McMillan (2)*
Alden Morse (2)*
Bill Niedrich
Roy Pickering (4)
Dick Ruppert (3)
Bill Schneider*
Dave Slater (2)*
Eloise Weller*
Cecil Badman (2)
Rita Cloud*
Ioannis Daskalakis*
Bill Evans
Bill Hofer (3)
Judy & Stan Kerr (2)*
Henrietta Kecskes (2)*
Ann Mendez (2)*
Ann McVeagh (3)
Barbarann Parker
George Parish (2)
Adalaida Stanley (2)
Wilma Steele (3)
Gene Wegener*

*Welcome and thanks to these first-time staffers!

BE A PSRMA "CLIPPER"

Ray Lethbridge reports that his PSRMA "Clippers" have sent in many newspaper and magazine articles concerning our museum, the San Diego Trolley, AT&SF, SD&AE, and other stories of local or general railroad interest. He has over three hundred pages for our clippings library so far. It is meant to provide a serious and concentrated source for research. The following people have contributed material:

Ray Lethbridge
Rex Salmon
Tanya Rose
Jim Lundquist
Brenda Bailey
Wilma Steele
Ralph Lazear
Adalaida Stanley
Brad Bauman
Anita Rhein
Ron Zeiss
Jo Pressnall
Gay and Brian Stanford
Art and Marcia Broskamp

Ray invites you to be a PSRMA "Clipper" and send along articles. Please include the folio (the print that includes the date, page number and name of source). Send to: Ray Lethbridge, 3918 Casita Way, San Diego CA 92115.

Excursion News

by Ann McVeagh

The summer excursions and special events took members from an evening harbor cruise to Hearst Castle with a dinner trip by Amtrak to San Juan Capistrano. All of the events were well attended and enjoyed by all. If you haven't joined as yet for a trip you're missing something!

Coming up this fall are a series of rail journeys to places as close as Los Angeles and as distant as Peru. Make reservations now for the following:

Sept. 19-20...Weekend to Puerto Penasco, Mexico
Oct. 8-23...Steam training in the Andes, including Ecuador, Peru and Bolivia
Nov. 20-22...Empalme, Mexico, visiting railroad shops
Nov. 7.....One day trip to Puerto Penasco, Mexico
Nov. 14.....Copper Canyon, Mexico
Nov. 26.....Thanksgiving trip to Puerto Penasco
Dec. 12.....#1509 trip to Los Angeles for shopping in LAX garment district. Do your Christmas shopping!
Dec. 26-30...Holiday rail trip to Alamos, Mexico

For information and reservations call 714-444-3808 or drop a card to PSRMA Excursions, 1691 Lisbon Lane, El Cajon CA 92020. Also see the REPORT for flyers on these and other events. See you at the station!

STEAM UP WELL ATTENDED

The last blast for steam at Miramar was a spectacular success. Nearly three hundred members turned out to ride U.P. diner 4054, U.P. coach 576 and our Army kitchen car still heavy with the odor of fresh paint. Many members also lined up for a chance to pull the throttle and whistle cord of #3. A hand pumper and speeder from the museum collection were also available for a trip down the track. A couple of members, Brett Tallman and Bill Hatrick, brought their own track speeders along to make a real parade out of it.

As a fund raiser, the steam up was also our most successful ever. We recovered the cost of the fuel, lube oil and bearing packing materials. The members supported the farewell to Miramar beyond the projections. We had hoped to break even financially and show everyone a good time before the move to Campo starts. We did all of that and more.

A host of volunteers helped make our special day happen. Tom Dush, Tanya Rose, Debbie DiGiorgio, and Ann McVeagh staffed the dining car. Bob and Linda DiGiorgio took care of the lemonade stand and Bill Evans, PSRMA "concessionaire", sold the tee shirts, buttons and museum paraphernalia. Master mechanic Ken Helm and the restoration foot troops handled the steam train safely and efficiently. It is interesting to note that the folks who worked the hardest to restore the locomotive were the first ones to dig into their wallets to finance their own fun in the cab.

All three local TV stations covered the affair on the evening news. They showed a lot of people having a good time at the farewell to steam at Miramar. Now we can all start working for the first steam up at Campo!

Honor Roll

Donations to various museum funds and projects were recieved this month from the following museum boosters. Our thanks to each and every one!

GENERAL FUND

George Lazar, Ronald Sinnen, Sara Fuller, Julie Hocking, Ken Reiter, Corsica Lascurain, Tom & Dolly Dush

MEMBERSHIP FUND Norm Hill

RAILFAN PATROL FUND Norm Hill, Don Grewe (ATSF engineer)

LA MESA DEPOT FUND

Richard Stolzenfels, J. Richard Teague, John Baxter, Bob & Sue Bailey, Dick Ruppert, Donald Tustin

(Mr. Teague and Mr. Baxter are now in the depot "100 Club")

NEXT MEETING OCTOBER 16th

PSRMA's quarterly meeting of Friday, October 16th will feature the election of museum officers for 1982. The meeting will be held at the San Diego Gas & Electric Company Auditorium at 101 Ash Street, downtown, at 7:30 p.m. The museum nominating committee submitted recommendations (a new procedure this year) and nominations were taken from the floor at the July general meeting. The same old faces will be on the ballot again, with the exception of the Secretary's spot. Admittedly, the performance of the museum board this last year would be a tough act to follow and the membership was not in a mood to break up a winning team. In fact, only one spot is being contested. As usual, a directorship is being fought for with museum regulars Norm Hill, Bill Niedrich and Wilma Steele trying for the seat. One Review Committee position is up this time and again there is only a single nominee.

A special election was held at the July meeting to fill the rest of a two year directorship left open by the resignation of Dick Pennick due to family committments. The museum's resident mechanical genius, Dick McIntyre, was selected to fill the spot that expires in December 1982.

The ballot, enclosed in this issue, must be in the hands of the Secretary on or before October 16th, if voting by mail. Ballots will also be available at the meeting. Don't let the lack of hot contests discourage you from voting. A vote of confidence is often the most important vote of all.

HATS IN THE RING ! CAMPAIGN '82

CANDIDATE FOR DIRECTOR WILLIAM (BILL) NIEDRICH

Your vote for Director is solicited so I may help direct the development of the Museum along managerial guidelines. My background as a manager in maintenance, supply, procurement, and administration for over 30 years, qualifies me to assist the staff on these subjects. I am involved with the exhibits, restoration, procurement, Campo and several committees. Being retired, I am able to devote my time to the Museum during the week. I have attended most of the Board of Directors meetings the past two years which gives me ideas on what we need to do to make our Museum a success.

CANDIDATE FOR DIRECTOR NORM HILL, LIFE MEMBER #5

Dear Member,

For the third time I am asking you for your vote for Director. My qualifications are:

DIRECTOR for over four years.
RESTORATION SUPERINTENDENT, team leader on the Robert Peary, Coach #576, Army kitchen car, 1509 galley, tank car and gondola.
CONSTRUCTION MANAGER, work full time as a construction superintendent. Being familiar with construction has helped our board in Campo's planning and development. My subcontractors have donated labor and material to our equipment restoration, La Mesa Depot and Campo.
HARD WORKER, have worked during the last five years on every major restoration project.

I would appreciate your vote.

CANDIDATE FOR VICE PRESIDENT/GENERAL MANAGER LARRY L. ROSE, LIFE MEMBER #2

Even though unopposed, I feel some background is in order, especially to acquaint new members with at least one of the people running this outfit.
OCCUPATION: Registered California Architect.
MUSEUM EXPERIENCE: Joined January 1975. Elected Director 1976, elected V.P./Gen. Mgr. 1977, 78-79-81. Have been physically involved in every major museum project and restoration effort. REPORT Editor 1977, '78, '79, '80, '81. Designed museum logo and REPORT masthead. Publications Director 1977, '78, '79, '80, '81. Project Director La Mesa Depot restoration 1980-81, contributing over 1,000 hours volunteer time.

RAILFAN PATROL NEWS

Other railfan organizations are getting interested in the Santa Fe's "Railfan Awareness and Assistance Program", an outgrowth of our own Railfan Patrol. Patrol Director Ed Smith and members Tanya Rose and Mark Cramer met last month with railroad special agents and members of the Los Angeles area Pacific Railroad Society to discuss establishment of a railfan patrol activity in their organization.

The meeting was held in the conference room of the Los Angeles Union Depot. Nine officers and members of PRS were on hand, with the Santa Fe police represented by Larry Fasick, Assistant Superintendent, and J. J. Gomez, Assistant Division Special Agent out of San Diego. Amtrak sent an observer, J. T. Wilson, Division Rules and Safety Officer, as did Southern Pacific (to the surprise of everyone!). Patrol Superintendent of Southern Pacific Police Gary Rodgers was there on his own time to see if this group of railfans was really on the level.

As a result of the meeting, PRS is forming a committee to organize their own group of vandal smashers and asked PSRMA if they might use our Railfan Patrol name to label their planned activity in the Los Angeles area. PSRMA, of course, would like to see a railfan patrol activity get going in every rail club and museum group in the country and we don't care what they call it as long as it puts a hurt on rail vandals and thieves. The S.P. Agent said his outfit would be watching developments closely and if everything worked out, S.P. would encourage the R.P. idea everywhere along their own system.

PSRMA Hopes our fellow fans in PRS can get an effective group going in their area. There is a lot more railroading going on in Los Angeles than in San Diego, with the resultant heavier vandal menace. A few observant fans with a hot line to local agents can make a big dent in the local creep population. PSRMA's group nailed over 130 without hardly trying! Happy hunting, PRS!

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

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