May Jun.'82 **REPORT** No. 180

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



PASSENGER TRAIN IN LA MESA!

With the depot train order signal in the stop position, the "Cannonball" rolls into La Mesa from El Cajon at the end of a fourteen mile history making round trip. This scene was repeated six times as a record crowd enjoyed a PSRMA sponsored record good time that hadn't been seen in La Mesa in fifty four years. The REPORT editor snapped this picture of the best way to exhibit the museum's rolling stock. Only a steam engine could have improved what was one of La Mesa's and PSRMA's finest days.

"CANNONBALL" ENDS LONG DROUGHT

What a ride! What a crowd! What fun! PSRMA made history last month with the first passenger train in 54 years to roll on the El Cajon branch and the first passenger train of any kind on the SD&AE Railway since 1951. The six special trains hauled nearly 950 passengers, an all-time PSRMA excursion record. Many more were too late to get on as even standing room was sold out!

The SD&AE rolled out a pair of ex-S.P. SW-8 switchers to power the La Mesa Cannonball on its 14 mile round trip through Lemon Grove and El Cajon. The consist of Union Pacific coach #576 (ACF 1931), Union Pacific diner/lounge #4054 (Pullman 1925), Atlantic Coast Line/Seaboard coach #5601 (Budd 1939) and our beautifully restored Army guard car G-10, attracted a gang of chasers and photographers along the remarkably scenic route through east San Diego county.



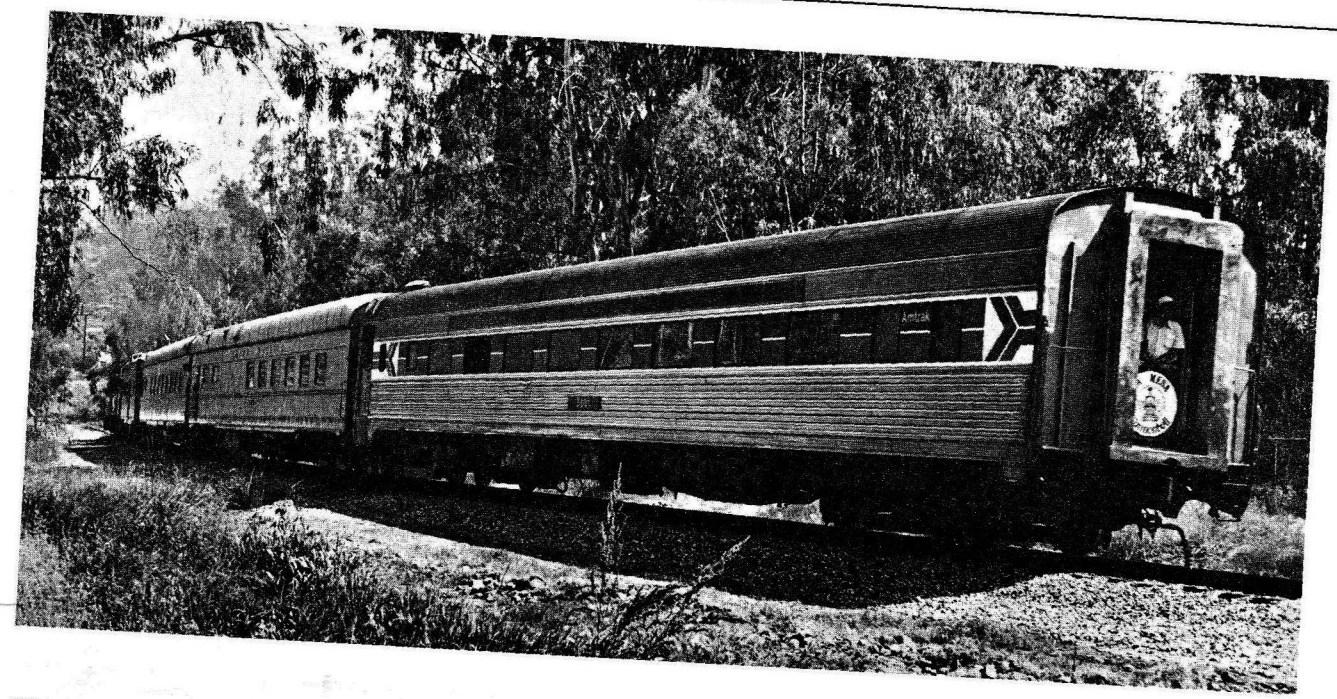
Markers provided by Norm Hill adorn our Army guard car parked on the main in Lemon Grove while SW-8 No. 1126 runs around on the siding. This was the first diesel ever lettered for SD&AE. Brenda Bailey, PSRMA's well known accountant, is standing behind the drumhead. Les Sartain is riding #1126.

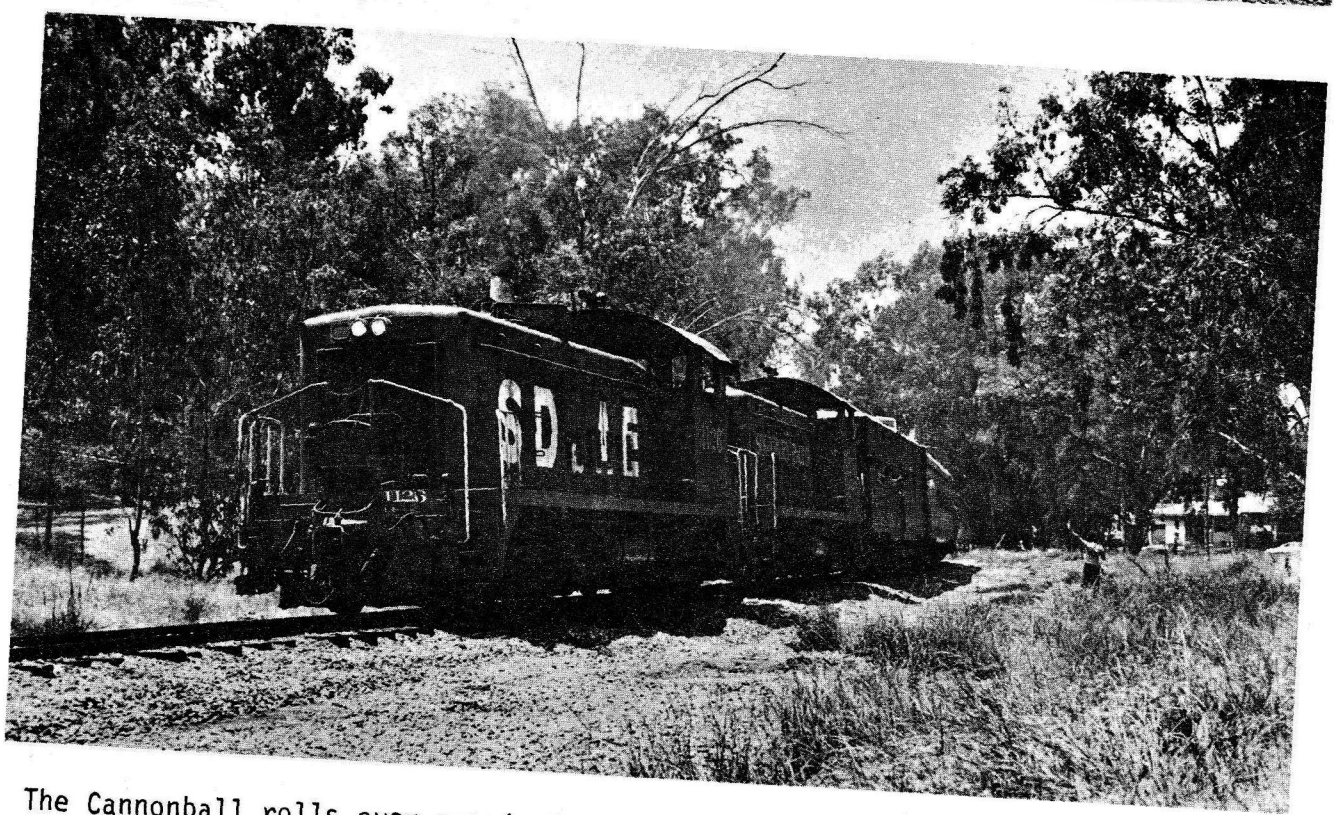
(photo by Dan Robirds)

All of the local papers had front page photo articles the next day and a TV crew from San Diego's Channel 39 did a nice on-board piece as PSRMA reaped a P.R. harvest, before, during and after the May 23rd extravaganza. A TV interview with museum general manager Larry Rose the week before the trip helped sell out the last seats and also served as an opportunity to plug the future East County trolley extension with the Cannonball ride being a preview of the route.

As a fundraiser, the Cannonball was PSRMA's most successful one day shot ever. A hundred details had to be taken care of to put this activity heavy into the black starting with ticket sales handled by museum president Jim Lundquist. Jim modified an original SD&AE ticket from the collection of Eric Sanders to give the event a touch of class from the beginning.

Running one train would have been easy but the Cannonball ran in six sections with the resultant compounded logistics. The U.P. diner had to be restocked several times. The concession stand at the depot was kept hopping too and the following members made it go: Ann McVeagh, Rita Cloud, Barbarann Parker, Shirley Simpson, Vince Jang, Mari Porter, Corrine Gallagher and Bob, Linda, and David DiGiorgio. (Vince, the classic private car barman, came down from San Francisco once again to do the honors on U.P. #4054.)





The Cannonball rolls over scenic Grossmont Summit between La Mesa and El Cajon in this sequence shot by Larry Rose. Ex-ACL, ex-Seaboard, ex-Amtrak coach #5601 carries the drumhead. The all stainless steel car, built by Budd in 1939, is the youngest in our fleet.

The on-board crew doing ticket punching honors in traditional attire were Ron Hyatt, Scott Thompson and Shawn Eriksen. Station agent at La Mesa for the day was Bob Martin also outfitted in traditional uniform. Mari Porter assisted Bob in running the ticket window as Bob announced arrivals and departures to the crowd assembled on the platform.

Getting the equipment ready for the big day took an army of car cleaners, as the entire consist was washed and vacuumed inside and out. The sopping wet, hands and knees scrub work was performed by "Trig" Stanley, Ann McVeagh, Wilma Steele, Jim Lundquist, Larry Rose, Mari Porter, Henry Lines, Dan Robirds, Mike Retz, Eric Sanders, Scott Thompson, Ron Hyatt, Shawn Eriksen, Brian Valleau, Rita Cloud and Roy Pickering. (Roy also made the Cannonball drumheads for each end of the train.)

Last minute mechanical work was performed by our chief iron monger Dick McIntyre and Master Mechanic Ken Helm assisted by Dan Robirds. Ken and Dan rebuilt a brake cylinder on U.P. #4054 the weekend before so that a mid-week air test by the SD&AE crew went off flawlessly. Dick took care of sheet metal work in several places even though suffering from a severe cold.

The SD&AE crew handled the train beautifully with all arrivals and departures on schedule. Engineer for the day was veteran throttle jerker LeRoy Holzman, who's career started in the SD&AE's steam days aboard the legendary 2-8-0 No. 50. Veterans Les Sartain and "Buck" Buchanan served as conductor and head brakeman with newcomer Mark Schenewerk, recently installed as the SD&AE Trainmaster, filling in at the other brakeman's spot. Everything went off smoothly and safely during the special run with LeRoy having to do a little extra air horn work only a couple of times to scare a few startled "daisy pickers" off the tracks. PSRMA thanks these first class railroad men and the SD&AE management for the finest railfan Sunday in San Diego that anyone can remember.

There were a lot of requests for another Cannonball sometime, especially from the folks who showed up too late to get a ticket. We are not promising another ride soon, but there is a sign-up sheet at the depot to measure the support for another run. It sure was nice to see the old La Mesa Depot being used as a train station again and for those who missed the show, you won't have to wait another fifty fours years to ride the line. The East County trolley extension is inevitable and, as far as PSRMA is concerned, Carriso Gorge is not far from Campo!

PSRMA Member is New AMTRAK Chief

Former president of the Southern Railway, W. Graham Claytor, Jr., has been picked to be Amtrak's new president, replacing the retiring Alan Boyd who had been in charge since 1978. Mr. Claytor, who joined our organization earlier this year, was Secretary of the Navy during the Carter administration and was briefly acting transportation secretary.

Mr. Claytor graduated with honors from Harvard Law School in 1936 and was president of the Southern from 1967 to 1976. He is recognized as a passenger train devotee of the first order and made the Southern one of the most profitable railroads in the country.

Any railfan familiar with the Southern's steam excursion program (second to none in the country!) is aware that S.R. is no ordinary railroad. Obviously, Mr. Claytor is no ordinary railroad executive. Amtrak is for sure in good hands and, most likely, in the best hands! PSRMA congratulates Mr. Claytor on his appointment to run the national system.

2nd Locomotive Arrives

Rolling into town last month was ex-U.S. Army MRS-1 No. 1820. We now have it coupled to sister No. 1809 downtown at the SD&AE engine house. A picture of this engine was on page 2 of the last REPORT, as were all the details of the acquisition.

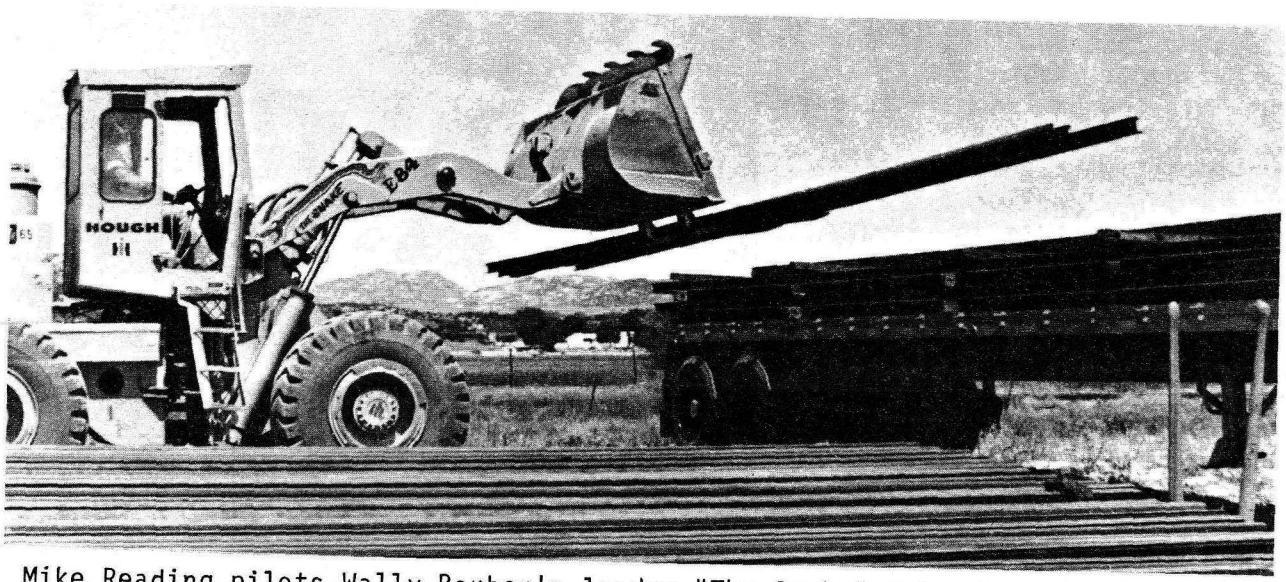
Bill Niedrich deserves most of the credit for this super addition to our locomotive roster. Bill handled the negotiations and also donated several hundred dollars to cover lubrication and service of the two 120 ton engines before they started rolling in Utah.

Union Pacific and Santa Fe moved #1820 over their rails for free as they did #1809 the month before. If it weren't for this key transportation donation by U.P. and A.T.S.F. this acquisition would not have been possible and all of Bill's work would have been for nothing. Thanks, people, for a very good show!

CAMPO

The first rails have been spiked down at our Campo facility. Spike driving duties were performed June 26th by Jim Lundquist, Larry Rose, Harry Doering, Scott Thompson and Dan Robirds. Roy Pickering helped lay out track components and got the first spike driving on videotape as over 100 feet of track was laid directly in front of the first door installed in our car shop.

A few weeks earlier, another mile of rail was delivered thanks again to long-time member Vern Cook who made all the transportation arrangements. Unloading the rail was speeded up and simplified thanks to Wally Barber, who loaned us his large payloader equipped with forks. Several more bundles of ties were also unloaded and moved inside our car shop with this machine. Dan Robirds and Mike Reading shared throttle duties. The rail was donated by SD&AE and loaded downtown by Jim Lundquist, Brian Valleau and others for transport to our Campo home. Larry Rose, Dan Robirds, Scott Thompson and Mike Reading unloaded on the other end.



Mike Reading pilots Wally Barber's loader "The Snake" unloading six lengths of rail at a time at one of three separate rail storage areas at Campo.

(L. Rose photo)

A lot of concrete was poured at Campo last month in between rail moving adventures. A 24 inch pipe culvert was encased in concrete and two drainage headwalls were formed and poured. A porch off the tool room was also poured as was a portion of the floor between the restroom and the crew lounge inside the car shop. Preparation for the new concrete inside required some heavy jack hammer work performed by Jim Lundquist, Harry Doering and Dan Robirds. Wally Barber loaned us the tool which was powered by our own compressor which is now stored permanently in the car shop.

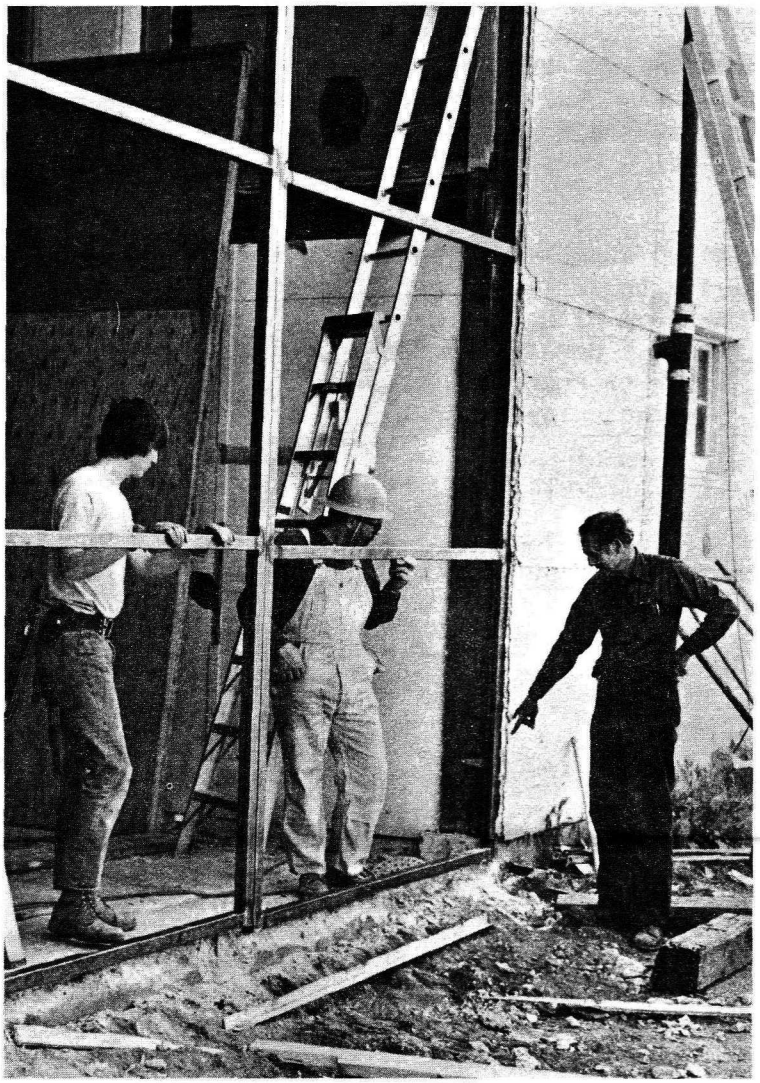
The headwalls that were poured have the date 1982 cast into them thanks to Harry Doering who made the pattern. Larry Rose built all the form work. Cement finishers on the inside and out were Duff Joseph, Jim Lundquist, Harry Doering, Scott Thompson, Dan Robirds and Larry Rose.

The maple gym floor salvage operation is still going on with Stan Bartlett handling 100% of the effort. Stan is pulling all the nails and neatly stacking the expensive hardwood for future use on the south side of the car shop. Stan is a retired SD&AE locomotive hostler who has operated every SD&AE steamer in the course of his work around the old long-gone engine house downtown. He is now working in another "engine house" that is being made ready to receive an old friend of his: SD&AE #104!

A seventeen foot tall door was built by Dick McIntyre and installed in the first opening cut in our car shop. A baked enameled metal skin was attached to the door by Henry Lines, Dick Ruppert, Scott Thompson, and Larry Rose. Metal monger McIntyre also repaired our cement mixer (donated by George Parish) after it broke the week before during a long concrete mixing binge by Larry Rose and Dan Robirds.

Electrical work continues at Campo with Dan Robirds doing most of the wire pulling. A new electric panel has been installed replacing the antiquated fuse box that came with the building. New circuits are being run into the bunkroom, kitchen and tool room.

Engineering work has also been going on for final roadbed finish grading and for concrete footings under the track to be installed in the shop. Russ Kimball and John Batey, civil engineers, have been donating their professional services and calculations to make sure everything keeps on a firm footing. Duff Joseph, a freeway construction superintendent, has also been helping with engineering work. Duff brought his transit one weekend and completed an as built topographic plan so staking of track centers can take place in a precise manner.



Metal master Dick McIntyre instructs Scott Thompson and Dick Ruppert in the art of truing up freshly hung door frames at our Campo car shop last month.

The fire sprinkler system has been activated after the alarm bell was installed by Scott Thompson and Jim Lundquist. We can now save a bundle on our fire insurance and feel more secure about the safety of the priceless railroad relics that will soon be stored inside. Harry Doering replaced dozens of sprinkler heads during the system reconditioning process that saw all lines flushed out and many leaks fixed.

The bunkroom has been outfitted with eight bunkbeds acquired from our surplus source. Ten scrounged steel lockers have also been installed in the bunkroom but, so far, only Dan Robirds and Larry Rose have moved in as regulars. We have hot water and a shower and the kitchen is under construction. Soon we will have all the comforts of home for our weekend warriors at our home for the iron horse. Would you like to join the crew? There's lots of room and plenty of projects to keep a small army busy so come on out to Campo and help make big things happen. Call Project Chairman Harry Doering at 465-7261 and get involved!

REPORT

Official Publication of the Pacific Southwest Railway Museum Association, La Mesa Depot, 4695 Railroad Ave., La Mesa, CA 92041
EDITOR . . . Larry L. Rose —:— ASSOCIATE EDITORS . . . Brenda Bailey & Tanya Rose
Published monthly by the Association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history.
Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA, or its officers or directors. Opinions which are expressed in signed articles are those of the author only.

MUSEUM NAME UP FOR VOTE

Many names for our operating museum now under construction at Campo have been submitted. After six months of soliciting ideas for names the following list is submitted to the membership. They range from snappy new names to give our Campo facility a separate identity to a variation of the association name in the spirit of "dancing with the one that brung ya". All members are entitled to one vote. Pick your favorite and send it to: PSRMA Campo Vote, La Mesa Depot, 4695 Railroad Ave., La Mesa, CA 92041. Votes are due July 30th. Results will be announced at the July 30th general meeting and the top vote getters will be involved in a run-off unless a clear majority is established.

Golden State Railway Museum
Pacific Southwest Railway Museum
Southern California Railroad Museum
Border Railway Museum
California Border Railway Museum
Railroads West
Railroads Southwest
Silvergate Railway Museum
Laguna Mountain Railway Museum
Mountain Railroad Museum
Campo-Rama (Railway Antique Museum Assoc.)
Western Railway Museum

(For your amusement : There were a few crank names submitted. Our membership director, for instance, came up with "Camtrak"!)

GENERAL MEETING JULY 30th

Our next quarterly meeting will be July 30, 1982, 7:30 pm, at the San Diego Gas and Electric Building auditorium, 6th and Ash streets in downtown San Diego. Featured will be a film on the new "VENICE SIMPLON-ORIENT EXPRESS", a regularly scheduled train consisting of coaches, sleepers, and diners from the 1920's, 30's, and 40's. The film shows acquisition, restoration and the route used between London, England and Venice, Italy. This film is a must if you like trains. The second half of the program promises to be quite interesting, also. Ed Murphey, advisor to the City of San Diego on the Gaslamp Quarter project will speak about the Gaslamp Quarter with particular reference to the proposed 5th Avenue trolley. His program will include slides and a brief question and answer session. Nominations of officers for next year is also a tradition of PSRMA's summer meeting. Please come, if you can, and bring a friend.

RAILFAN PATROL NEWS

by Dr. Mark Cramer

Must be safe out there...not a single observation report from any of our trackside troopers in a while. Now that the weather has warmed up, I know that many of you are patrolling and your very presence in known trouble spots can avert a potential crime. If you do see anything happening you have to report the crime to the special agents as soon as possible. Most criminals escape if one does not call the special agents within two minutes.

Jim Morris, long-time member of the R.P., sent a very generous cash donation for our cause in memory of his father, Robert S. Morris, who recently passed away. Thanks, Jim, for this fine tribute to your dad! A warm thank you must go to Andy Lindner, ATSF Special Agent, Retired, for the donation to the museum of numerous colorful railroad artifacts and memorabilia. They will look very nice in the La Mesa Depot, Andy!

Here are a few trackside rules for you to ponder and remember: Safety order #1 is never to walk on the tracks or step on the rails! They are conveniently spaced just to hit you in the head and neck if you slip, and they are slippery. Safety order #2 is never put any part of your body between switch points! (Unless you do not want that part anymore!)

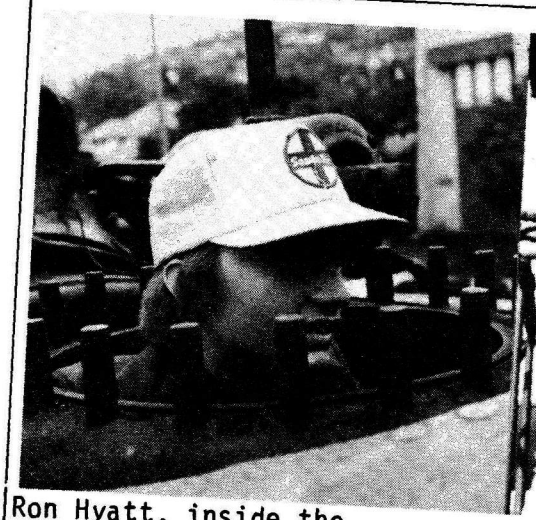
Let's keep these rules in mind, railfans, as we act as extra eyes and ears for the badly out-numbered special agents. Spot a crime, summon an agent, save a life!

A big welcome aboard to Mr. Shawn Eriksen, latest addition to our ranks! Remember, thereis room for you in this non-violent, non-encounter activity. Our prime goal is to have fun railfanning yet be alert for any trouble on the tracks. Join us!

WHO ARE THOSE PEOPLE?

(Photos by Brenda Bailey)

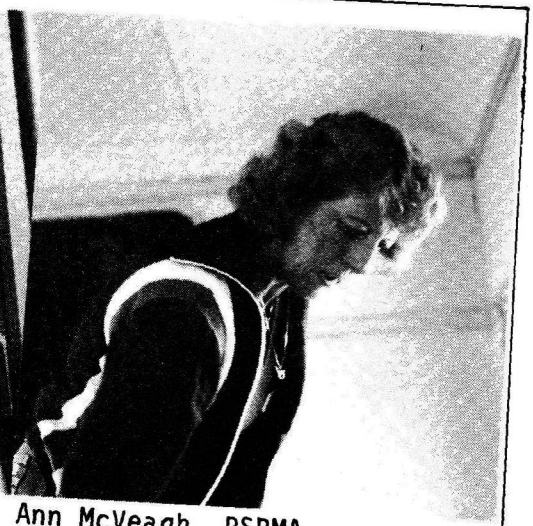
Faces to go with the names seen often in the REPORT---a salute to our volunteer workers



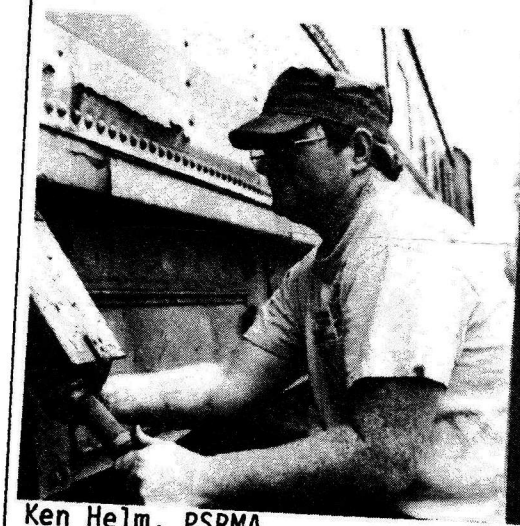
Ron Hyatt, inside the boiler of 0-6-0 #10



Doug Kerr, carpenter for caboose #1413



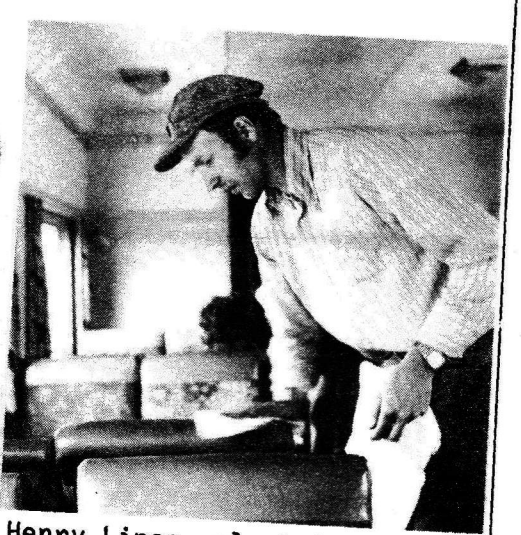
Ann McVeagh, PSRMA Excursion Director



Ken Helm, PSRMA Master Mechanic



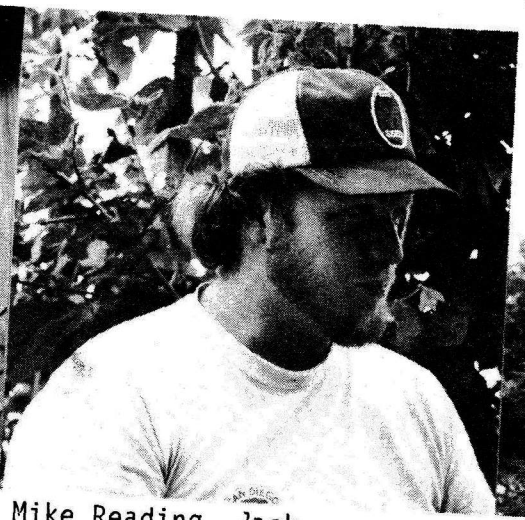
Norm Hill, Director of Restoration



Henry Lines, electrician and mechanic



Steve Norris, caboose restoration team



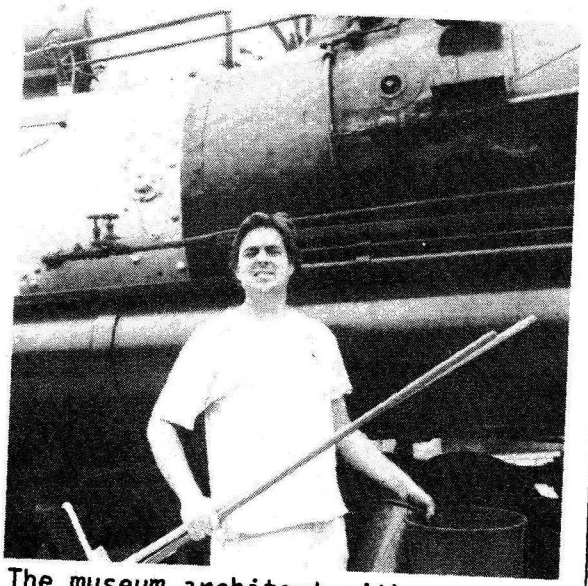
Mike Reading, Jack of All Trades



Dick McIntyre, Master of All Trades



Jim Lundquist, President
and track gang foreman



The museum architect with
tools of his trade: mop & broom !

In upcoming issues, we will try to get a picture of everyone involved with restoration and Campo. So, if we missed you this time, we will try to have your photograph included next time. Below are the people who have worked hard, but who have been missed by the photographer. Other departments will be covered in future issues, also.

SCOTT THOMPSON---Scott has worked on all three engines at La Mesa, and has helped out with the ATSF caboose, U.P. coach #576 and U.P. diner/lounge #4054. He has also helped at Campo and was a uniformed conductor on the La Mesa Cannonball.

JIM HAMILL---Good Ol' Jim rebuilt the caboose toilet seat, rebuilt two interior doors and cleaned up and painted the restroom interior. Great work, Jim, and thanks!

FRANK COOKE---Frank fabricated and donated a drip strip and an interior curved ceiling beam for the caboose. Frank has been skillfully helping out with our restoration projects since the #1509 in 1976.

BILL BARBOUR---Friendly Bill has been working on the ATSF caboose and Mojave Northern woodwork. He has helped Norm Hill on every restoration project since the ROBERT PEARY. Bill Barber is Life Member No. 10.

SHAWN ERIKSEN---Shawn is another one of PSRMA's young volunteers who have been helping with a lot of the little things. We usually see him helping Ken Helm and Norm Hill with the current locomotive and caboose projects.

BOB MARTIN---Bob has been around PSRMA since 1978, and when not at sea duty with the U.S. Navy, gets involved with whatever the current projects are.

WALT MORRISON---A new PSRMA member, he has replaced the running board on Mojave Northern No. 3. We appreciate your help, Walt, and hope that you will continue lending a hand wherever needed.

AL BARNIER---Al has been active in PSRMA since the days of the La Mesa Depot restoration. He most recently wired the Mojave Northern No. 3 headlight into a photo electric switch, so when you drive by the depot at night, it looks like a neat little train is ready for an evening run.

DAVID DI GIORGIO---David rode out on a city bus to help out on the Mojave Northern #3. Thanks, David, and we hope that you will help out again. We appreciate your extra effort just to get to the scene of the action.

NEW RESTORATION SCHEDULES: Restoration at La Mesa will now be scheduled for the second, fourth and when applicable, the fifth weekend. We are doing this so that if you are equipment oriented, you can work on PSRMA's gear and help out on the #3751 project on the first or third weekends.



3751 Progress

by Brenda Bailey

The San Bernardino Railroad Historical Society continues their hard work, and since the last REPORT, have pulled the three lower boiler tubes and have passed the interior boiler inspection, a major milestone in restoration. Now they are chipping rust off the boiler and stay bolts, and are inspecting and recapping the stay bolts. PSRMA members Bob Kittel, Jim Morris and Ron Kinum were joined by Norm Hill, Bill Barbour and Brenda Bailey at the work "parties" these last two months. More professional railroaders have been seen in the area taking a close look at the work that is being nicely done.

The photo shows PSRMA's Norm Hill, Ron Kinum and Brenda Bailey on hand to celebrate #3751's fifty-fifth birthday this last May. They are posing with the S.B.R.H.S. members and their families alongside the big Santa Fe Northern.

Del Mar Fair Staffers

by Bob DiGiorgio

"THIS TRAIN IS LEAVING" said the signs on the old train at the Del Mar Fair this year. After our recent acquisition of SD&A car #050 "Carriso Gorge" and SD&A loco #104, PSRMA exhibited the train for our first and last time at this year's fair. The train should be at our museum in Campo by this time next year.

About 25,000 people visited the train and saw exhibits that told about our museum and emphasized PSRMA's ability to properly restore the train. The highlight of the exhibit was the beautifully inlayed mahogany paneling, covered for the past thirty years by green paint, and now exposed as a glimpse of the beauty and elegance that was originally the "Carriso Gorge".

Approximately $2,000 was donated by the visitors and a number of new members were added to the roster. Bob and Linda DiGiorgio were the exhibit directors. Linda spent

days on the phone lining up the volunteers to fill over 200 three hour shifts. Bob supervised the preparation of the exhibit. Roy Pickering and David DiGiorgio spent several days cleaning out the years of trash and dirt. David stripped the paint off the mahogany exhibit panel. Ann McVeagh, Dick Ruppert and Paul Ruppert also helped with the cleanup. Larry Rose provided his display boards and lots of photographs for the exhibit. Art Dominy loaned several lanterns for display. Dan Robirds brought out and mounted the Shay's bell to fill the empty spot on #104's boiler. Harry Doering drove all over town collecting the donations from various staffers.

And then there were the many staffers who made the whole thing work----

Ed & Judy Arbuckle
Dave Anderson
Larry Rose
Brenda Bailey
Roy Pickering
Bob Hussey
Thomas McDaniel
Harlan Hatz (4)
Charles Wade (3)
Shawn Eriksen
Lyle Cotton
Rae Gay
John C. Cash
Pat & Belden Rau
Buck Hathaway
Chandler Bach (2)
David Slater
Dan Vomhof (2)
Chalmers Kerr
Sara Reeves
Bob & David DiGiorgio (6)
Manuel & Genevieve Lopez (2)
Edwin & Louise Herold
Tom & Evelyn Early
Dr. Frank Wisner (3)
Virginia Czajkowski
Gordon & Louise Buck
Clayton Fairweather
Jill Clarke (3)
Frieda Eklund
Max Miller
Randy Gibson
Barbarann Parker (3)
Trig Stanley (5)
Margaret Stahl (2)
Harry Doering (3)
Reed Gattshall
Verna Eastman
Willis Dawirs
Perry Edwards
Alfred Bispo
Bill Scheider
Patty & Charlie Clark (2)
Cecil & Louise Badman (2)
Skip & Yvonne Carlisle
Al Vartanian
Scott Thompson
Jim Lundquist
Ron Hyatt (3)
Dan Robirds (3)
Wilma Steele (4)
John Pfingsten (2)
Dick Ruppert (2)
B. V. Parks
Corrine Gallagher
Suzanne Drake
Doris Dean (2)
Bill Niedrich
L. W. Beasley
Bill Hofer
Stan Brown
Doug Brower
Boy Scouts-Troop #11
C. Vernon Northrup
Herman Englander
Ann McVeagh (2)
Rita Cloud (2)
Barbara Foley
Mari Porter
Art Dominy (2)
Steve Norris
Nathan Ray
Joel Cox (2)
Duane Dubke
Lee Vovakes
Don Pope
Nathan Ray
Herb Kehr
Trevor Clarke
Sara Noble
Matt Hebel
George Parish
Bob Martin (relief duty)

Members Have "Ball" in Kansas City

by Brenda Bailey

At the second annual national convention of the Santa Fe Modelers Association in Kansas City June 25-27, PSRMA member Carl R. Ball, Chief Special Agent for the Santa Fe, brought several films from Santa Fe's archives. Included were films of steam locomotives from the 30's and 40's plus the 1951 Super Chief promotional film and the mainline relocation from Williams Junction, Arizona to Crookman, Arizona. Carl Ball talked with PSRMA's Norm Hill and Brenda Bailey and praised the museum's many achievements and restoration projects. He asked that we convey his compliments to the membership.

The guest speaker was Art Gibson, who presented slides from the William O. Gibson collection, covering fifty years of Santa Fe from tiny 2-6-0's to the modern diesels of today. W. O. Gibson is also a PSRMA member, and his photos will be long remembered. Also among the activities were clinics covering prototype information and model contests. Four Californians, including two PSRMA members (Norm and Brenda), won 46% of the contest awards for model building and photography. Brenda won first prize for passenger cars for the second year in a row and took first place in photography.

With 175 persons in attendance, including Mr. Ball and eleven other professionals from the Santa Fe, these annual conventions are quickly becoming the Santa Fe event of the year. Another fringe benefit of these conventions is the opportunity to talk and meet with noted authors and historians such as Frank Ellington, John B. McCall and Joe McMillan. Others have provided PSRMA with much valued information for our restoration projects.

Honor Roll

DON & DOROTHEA WRIGHT have donated many items of railroad memorabilia from the Union Pacific. Don is a retired U.P. yardmaster whose younger brothers still work as conductors on the U.P. between North Platte and Cheyenne. Don's dad "Bobby" went firing on the U.P. in 1916 to start the family railroad tradition and much of the material donated was collected during his 52 year career as an engineer. Included are many switch keys (including SD&A and SD&AE!), photographs (including one of the engineer "Bobby" Wright oiling around on the legendary 4-8-4 #8444) and a beautiful presentation timetable gold embossed for Don's brother Fred Wright. Look for some of this great stuff on display soon at the La Mesa Depot.

DICK RUPPERT donated a heavy duty vise for our Campo shop. It is now bolted down and in use on our work bench.

L. H. WILLIAMS donated many railroad magazines and paper items for the museum library.

CLAUDIA TUTTLE, CHARLIE JONES and DAVID GOLDBERG have donated cash to restore engine #104 and car #050 at Del Mar.

CLETUS RINGLEIN donated many back issues of "Trains Magazine" to PSRMA's library.

JOHN BATEY, C.E. donated a book on railway construction, useful during the engineering phase of our Campo work.

JOSEPH W. FISHER has given a cash donation to our general fund.

Inadvertently left out of the last REPORT was recognition of the following members who donated items for the very successful raffle at the annual dinner: DAN MARNELL, HERB YAKLIN, WHISTLE STOP MODEL RAILROAD SHOP, REED'S HOBBY SHOP, PERRY TIMMERMANS, TOM WHITTAKER, ERIC SANDERS, HENRIETTA KECSKES, GWEN ROBBINS, FRANK KEARNEY and HERB KEHR.

EXCURSION NEWS

by Shirley Simpson

Return to the past...Visit ALAMOS, October 30th - November 3rd.

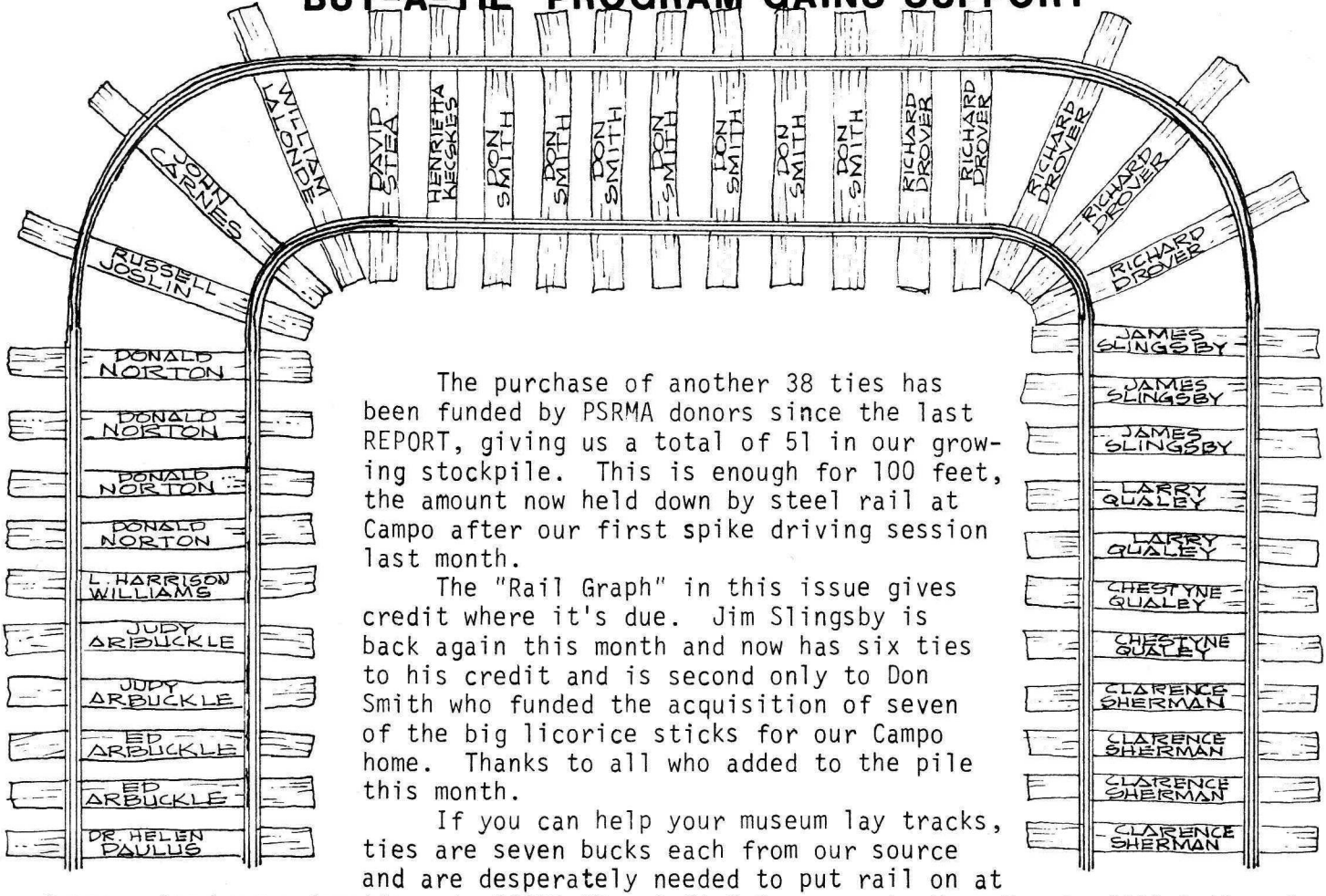
In response to many requests, a return visit to Alamos is scheduled for Saturday, October 30, by chartered Pullman (with connecting bus from San Diego) to Navajoa, and on to Alamos by bus Sunday, 8:00 AM, arriving in Alamos about one hour later. Spend all of Sunday, Monday and Tuesday in Alamos, leaving Tuesday night 10:00 PM by bus to train arriving home by connecting bus Wednesday night if on time. Cost of busses, train, two nights hotel and six meals will be approximately $350.00.

A State Colonial Monument, Alamos is a historical silver mining town located at an altitude of 1,000 feet in a valley where the desert meets the tropics. We will be in Alamos for "Dia de Los Muertos", The "Day of The Dead". If you want to be included, send your name to PSRMA, c/o Shirley Simpson, 8721 Elden St., La Mesa, CA 92041 (or call Shirley at 463-3791 or Ann McVeagh at 444-3808).

Looking Ahead...Copper Canyon, November 13th - 21st.

Copper Canyon's trip has an optional overnight hike, very spectacular, but not for the faint at heart. Hikers will climb from Urique village at the bottom of the canyon, up and over the ridges to Batopilas village at the bottom of the neighboring canyon. Ann McVeagh and Vidal, a Tarahumara Indian guide, will lead the way. The non-hikers, accompanied by Shirley Simpson, will go by bus to the train and up the mountain to Creel, where we spend the night at the Parador de La Montaña hotel. The next day, the group will go by bus the 140 km to Batopilas to rejoin the hikers. Both groups will spend two nights in the beautiful little colonial village of Batopilas. This is an exciting and very spectacular trip, no matter which option you decide to choose. Join us! Details will be in the next REPORT. For additional information call Shirley Simpson or Ann McVeagh.

"BUY-A-TIE" PROGRAM GAINS SUPPORT



The purchase of another 38 ties has been funded by PSRMA donors since the last REPORT, giving us a total of 51 in our growing stockpile. This is enough for 100 feet, the amount now held down by steel rail at Campo after our first spike driving session last month.

The "Rail Graph" in this issue gives credit where it's due. Jim Slingsby is back again this month and now has six ties to his credit and is second only to Don Smith who funded the acquisition of seven of the big licorice sticks for our Campo home. Thanks to all who added to the pile this month.

If you can help your museum lay tracks, ties are seven bucks each from our source and are desperately needed to put rail on at Campo. Send your donations to PSRMA "Buy-A-Tie" Program, La Mesa Depot, 4695 Railroad Ave., La Mesa, CA 92041. Building a railroad museum the hard way is the only way it will get done, and there is no free lunch, so support your volunteer gandydancers. They are makin' tracks for you at Campo!

EVERYTHING TRAINS! Gift Shop

Open Saturdays and Sundays 12 to 6 in Santa Fe Cafe-Observation #1509 at the Embarcadero Exhibit, Harbor Drive near Broadway.

NEW THIS MONTH

UNIFORM BUTTONS from various railroads, others on special order. Buy one as a souvenir or a whole set for your uniform.
BELT BUCKLES in a nice assortment of steam and diesel, Pullmans and Caboose-es. Also a few LA MESA CANNONBALL buckles left.
JOHN TERRY ITEMS include handsome ties, scarves and decals.

SPECIAL FOR MEMBERS ONLY - OUR OWN SHAY #3

In a beautiful Vanishing Vistas jumbo picture card, taken on the Feather River Railway. We bought the publisher's last stock of this out-of-print card, and we'll sell them one apiece to those who ask, while they last. They won't be in our display rack!

COME IN AND SEE our unique variety of gifts and novelties on railroad subjects, only. Phone 283-3066 for information.

Exhibit Staffers

by Bob DiGiorgio

HOW DO YOU SPELL RELIEF? We're spelling it R-E-U-T-E-R since Joe Reuter became the Embarcadero bookkeeper recently. That's a lot of relief for the harried Exhibit and Gift Shop directors, Bob and Linda, and also for PSRMA's treasurer and comptroller who now have relief from Bob's wretched accounting. Joe's good work is especially important as the gift shop keeps growing, and good accounting is so important. Thanks and thanks again, Joe!

A CREW OF FOUR is what it takes at the Embarcadero, now. Things get so busy sometimes that our former three people crews often couldn't get away from their posts for breaks. Now the fourth person lets the crews rotate for breaks, making the day a lot more relaxing and pleasant for all. The rest of the time, the fourth person is a second staffer in the #1509, where two people come handy with the added business of the gift shop.

HELP! We need someone who can be at the exhibit three days a month to supervise our Workfare cleaning crews. Linda's job now prevents her from doing it, and unless we can find a replacement, we'll have to pass up good, free cleaning service. The job requires just being there for three 5-hour days in a row. Call Linda at 283-3066 if you can help.

The Great LA MESA CANNONBALL kept us busy, too, as we opened the Eastern Division of our gift shop for the occasion. Results were good, and we turned in about $300 in profits for the occasion. Thanks to Brian Valleau, Mr. and Mrs. "Stretch" Romer, David, Daniel, Deborah, Bob and Linda DiGiorgio, Wilma Steele, Eric and Ellen Sanders, and Boy and Girl Scouts from several troops all pitched in.

Thanks to our regular Embarcadero staffers in April who were:

Cecil Badman
Rae Gay
Bob Hussey
Elizabeth Moch
John Pfingsten
David Anderson
David DiGiorgio
Bob DiGiorgio
Margaret Stahl
Jan Covington
Al Vartanian
Walter Morrison
James Schmitt
Deborah DiGiorgio
Ray Archer
Linda DiGiorgio
Curtis Croulet
Doris Dean
Duane Dubke
Don Covington
Harlan Hatz
Bill Hofer
Bill Evans
Shirley Cook
Anita Rhein
Ed Weiss
Frank Kearney
Neva Conlon

1509 JOINS AMTRAK DISPLAY

by Roy Pickering

Family Days, held on March 13 and 14, was a big success here in San Diego. Amtrak gave rides on their Superliners all day for only $3.00. PSRMA got in on the action by having our very own Santa Fe Cafe/Observation #1509 bringing up the rear of six Amtrak cars on display. The visitors entered #1509, then went through two cars used on the "San Diegan", one of the first El Capitan Dormitory transition cars, a Superliner coach, A Superliner diner, and a Superliner observation car. In the Santa Fe Depot were displays by Amtrak, MTDB, Santa Fe Depot restoration project, PSRMA photo displays of San Diego railroading past and present, and our railroad gift shop.

PSRMA looked good thanks to the help of these great volunteers: David Anderson, Greg Barton, Jill Clark, Rita Cloud, Shirley Cook, Linda & Bob DiGiorgio, Ron Hyatt, Bob Martin, Ann McVeagh, "Nick" Nichols, Byron Nordberg, George Parish, John Pfingsten, Dave Slater, "Trig" Stanley, Wilma Steele, Lynne Wallace. Thanks to Larry Rose and Eric Sanders for the great photo displays. During the two days there were an estimated 25 thousand people through the #1509. Even though it rained most of the day Sunday, the people just kept coming to enjoy our great rail heritage.

MEMBERSHIP NEWS

by Tanya Rose

Bob Kern, of Flintridge, California, is now Life Member #16. The Kembles, who upgraded to the supporting level, live in Hawaii, and most of our newest contributing members are out-of-towners, also. We are proud of our local supporters and are especially so of our distant members who believe in us although they cannot participate in all our fun activities. Every one of you are what makes the magic happen. You give the hard core workers a special morale boost and sharpen our desire to excel. Thanks to all you folks, who add so much to PSRMA!

LIFE MEMBER #16: Robert L. (Bob) Kern

SUPPORTING MEMBERS: Dr. & Mrs. Robert Kemble

REGULAR MEMBERS

Ed Byerlee	Frank A. Kunkel	H. V. Rife	Cicely A. Selby
Rex Clift	Arthur P. Loring	Clarence H. Sherman	Sara Beebe
Ray Cox	Dr. Henry W. Louria, Jr.	Edwin G. Stauss	Kermit Keen
Christopher D. Courter	Robert R. Malary, Jr.	Ellis M. Varnado	Diana Johnson
Lawrence Groenbeck	Louise Mallison	George W. Wolber	Charlie O. Jones
D. V. Harris	Edward Moore	Leamon Vovakes	David Goldberg
Lydia Heath-Stephen	Michael J. Myers	Thomas M. Growhoski	Don Hoffman

CONTRIBUTING MEMBERS

A. L. (Lee) Hellman	Richard, Roberta & Nora Drover	Larry & Chestyne Qualey
Cass Witkowski	T. Vincent Jang	

FAMILY MEMBERS

Chandler & Gloria Bach	Sam, Barbara & Paul Templeton
Ellen, Don, Clinton & Russell Bauder	Don, Gloria, Donald Jr. & James Traicoff
Jack & Nadine Boldrick	C. Vernon & Agnes V. Northrup
Mr. & Mrs. Edwin S. Bulen	Joyce & Willard Trask
Dr. Richard B. & Rosemary Bridenbaugh	Clarence T. & Anne M. Uri
Hollis, Betty & Lonna Durland	Nathan R., Suzanne R. Drake & Edwin E. Ray
James K. Haberland & Beverly A. Kingsley	Richard & Paula Russell
Griffith J. & Barbara J. Hayes	Robert & Yvonne Carlisle
Ralph C. & Nadine N. Lyman	Alan, Angela, Jennifer & Jason Nebola
Ernest & Merrie Major	Jon, Lin & Ashley Constans
Robert M. & Jennifer Nickles	Eugene, Susan, David, Bill & Douglas Dramm
Joseph, Mary Anne, Michael, & Louise Reneau	M. O. & Erma Starr
Russ & Harriet Stockwell	Joel, Rita, Joel, James & Jon Cloud
M. O. & Erma Starr	



FAN MAIL

Dear Mr. Lundquist:

It was my happy lot to have been included in your recent Copper Canyon tour. The total experience was a memorable vacation. I am mindful of the watchcare and guidance given us by our accomplished tour supervisors; their devotion to duty and personalized services made it indeed pleasurable. I reference, of course, the leaders Mrs. Shirley Simpson and Mrs. Ann McVeagh. Good luck in your endeavor.

Most Sincerely,

Don F. Smith



San Diego & Arizona Eastern Ry.
Tijuana and Tecate Railway Co.
Good for One Passage
LA MESA
—TO—
LEMON GROVE & EL CAJON
If used within Thirty (30) Days following date for which sold. Stopovers allowed within final limit.
Subject to Tariff Regulations.
Traffic Manager
FARE PAID $.50
Tax $.....
HALF ½ FARE
Form 37
2056000

TICKET GOOD FOR
ONE PASSAGE ON
THE LA MESA CANNONBALL

MAY 23, 1982

Sponsored by the
PACIFIC SOUTHWEST
RAILWAY MUSEUM ASSOC.

TRAIN NO. 1 TIME 9:00 AM PM

It's between trains at the La Mesa Depot and with all six sections of the "Cannonball" sold out Agent Bob Martin takes a well earned break. With all the PSRMA activity packed into the last few months, many of our volunteers would like to kick back with Bob and admire their great work. The telegraph gear shown is original equipment from the San Diego & Arizona Ry. and dates from 1910. (L. Rose photo)

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
4695 NEBO DRIVE LA MESA, CA. 92041

Non-Profit Org.
U.S. POSTAGE
PAID
La Mesa, CA
Permit No. 205

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOC. INC.

Return Postage Guaranteed
Address Correction Requested
Postmaster: Dated material, please do not delay

THE PACIFIC SOUTHWEST RAILWAY MUSEUM
PROUDLY PRESENTS

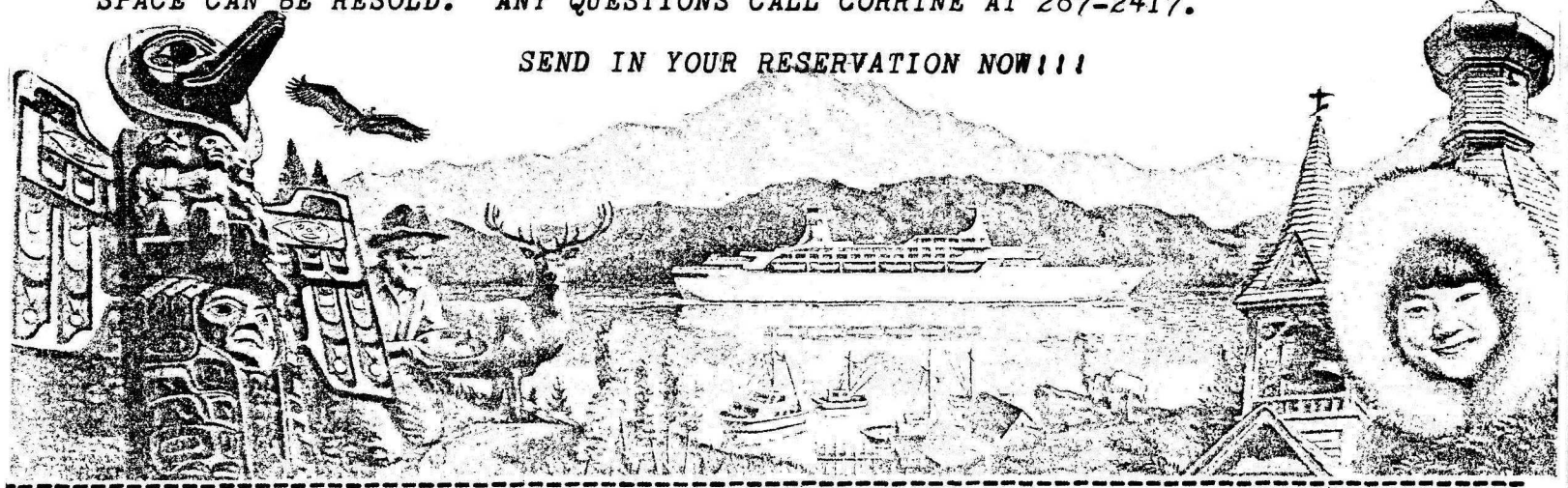
ALASKA

In conjunction with
PRINCESS TOURS
THE VACATION COMPANY
SEPTEMBER 4th thru 16th, 1982

JOIN US FOR A FABULOUS TRIP OF TRAINING, CRUISING & SIGHTSEEING! WE FLY TO VANCOUVER, B. C. WHERE WE BOARD THE PRINCESS LINES FAMOUS Love Boat FOR 3 NIGHTS CRUISING WITH A Port of Call AT JUNEAU. WE DEBARK IN SKAGWAY WHERE WE WILL ENJOY A TOUR OF THE AREA. NEXT DAY WE BOARD THE WHITE PASS & YUKON NARROW GAUGE RAILWAY FOR A RIDE THROUGH SPECTACULAR SCENERY RETRACING THE FAMED Gold Rush Trail of 1898. RECENTLY RESTORED STEAM ENGINE NO. 73 WILL START US ON OUR JOURNEY TO WHITEHORSE. NEXT MORNING IN WHITEHORSE WE BOARD OUR MOTORCOACH BOUND FOR DAWSON CITY WHERE WE WILL SPEND 2 NIGHTS. A SIGHTSEEING EXCURSION WILL INCLUDE A TRIP TO THE FAMOUS GOLD FIELDS. THEN OFF TO FAIRBANKS WHERE WE WILL HAVE A TOUR OF THE CITY AND A RIVERBOAT CRUISE. AFTER 2 NIGHTS IN FAIRBANKS WE BOARD THE ALASKA RAILWAY FOR DENALI PARK. HERE WE'LL ENJOY A WILDLIFE TOUR AMID MAGNIFICENT SCENERY. NEXT DAY ON TO ANCHORAGE ON THE ALASKAN RAILWAY. WE'LL SPEND 2 NIGHTS IN ANCHORAGE, HAVE A TOUR OF THE AREA AND HAVE SOME FREE TIME. NEXT DAY HOMEWARD BOUND TO SAN DIEGO. THE PRICE OF THIS FULLY ESCORTED TOUR IS $2300.00 (DOUBLE OCCUPANCY) WHICH INCLUDES ALL AIR, CRUISE SHIP, RAIL & MOTORCOACH FARES, TOURS HOTELS & TRANSFERS. MEALS INCLUDED ON PLANES & CRUISE SHIP PLUS 3 OTHERS. OTHER MEALS AND GRATUITIES NOT INCLUDED.

TO RESERVE YOUR SPACE FOR OUR FIRST ALASKAN TRIP RETURN THE FORM BELOW WITH YOUR DEPOSIT OF $300. UPON RECEIPT OF DEPOSIT DETAILED INFORMATION WILL BE FORWARDED TO YOU. DEPOSITS MUST BE IN PROMPTLY. BALANCE IS DUE JULY 1st. NO DEPOSITS WILL BE RETURNED AFTER THIS DATE UNLESS YOUR SPACE CAN BE RESOLD. ANY QUESTIONS CALL CORRINE AT 287-2417.

SEND IN YOUR RESERVATION NOW!!!



MAKE CHECKS PAYABLE TO PSRMA

NAME _____ HOME PHONE _____ WORK _____

ADDRESS _____ _____ RESERVATIONS @ $300

CITY & ZIP _____ MAIL TO : PSRMA
CORRINE GALLAGHER
7304 MARGERUM AVE.
SAN DIEGO, CA. 92120

WE ACCEPT VISA/MASTER CHG.

VISA/MASTER CHG # _____

EXPIRATION DATE ON CARD _____

SIGNATURE ON CARD _____