



Sept. Oct. '82

REPORT

No. 182

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



MAKING TRACKS AT CAMPO

In a single weekend in October a large gang of museum volunteers spiked down 900 feet of track at our home for the iron horse in Campo. As this issue of REPORT goes to the printers, a total of 1,200 feet of rail is now in place at the museum, as some track work is going on every weekend. This photo, by Larry Rose, shows the PSRMA power spiker being operated by Ken Helm, Duane Leal, Dick Ruppert and David DiGiorgio. The car shop building is in the background at right and was also the scene of a lot of activity reported in this issue of the museum newsletter.

CAMPO TRACK GANG SPIKES DOWN 900 FEET !

The largest single work force ever turned out for a museum project spiked down nearly 900 feet of track at our Pacific Southwest Railway Museum in Campo last month. Thirty six members participated in track laying and work on the car shop with another four members running a very efficient field kitchen that fed everyone both Saturday and Sunday, October 16th and 17th.

Nick Nichols was the chief cook, assisted by Nolen Clark, Ann McVeagh and Trig Stanley. Backed up by potluck dishes sent up by Linda DiGiorgio, Duane and Carol Dubke, Lyle and Dorothy Cotton, Brian Valleau, and Tanya Rose, this kitchen crew enabled the track gang to make maximum progress by being able to grub down on site and get back to swinging the spike mauls in quick time.

Also helping to speed things up was the PSRMA forklift and spikedriving machine that semi-mechanized the effort. Rail and ties were strung out along the right of way and the spiker, overhauled by Ken Helm a few weeks earlier, quickly drove the pre-set spikes as soon as the crew got experienced handling the machine. Even with the machine helping, most spikes were still driven in the traditional way with the rhythmic clang of spike mauls echoing across the Campo meadow.

While track laying was underway from culvert #1 northeast along the creek bank, the roadbed in front of the shop building was being fine graded by a finish blade arranged for by Duff Joseph. Also moving dirt and placing concrete rip-rap along the creek bank was Wally Barber's loader, operated by Dan Robirds. Most of the sub roadbed was finish graded on the Friday before the trackwork session after the survey work and grade elevation staking was completed, thanks to civil engineer Russ Kimball's transit work and a rod and chain crew consisting of Harry and Paul Doering, Larry Rose, Steve Nunan, Bob Haney and Dan Robirds. The drainage and grading plans were drawn by Larry Rose and showed all curves in degrees of arc and all track centers, switches and future building pads. Russ and crew staked and flagged all of this in late August and early October so the finish grader could get things ready in time for the big track push.

The track gang performed beautifully with several members coming down from the Los Angeles area to lend a hand. Several members of the #3751 crew from the San Bernardino Railway Historical Society also were present to do a little gauge bar and spike maul work. Tie plugging was also part of the weekend activities. Many of the plugs were custom cut by Dick Ruppert. The foreman of the Herzog Co. (San Diego Trolley double tracking contractor), Mr. John Feldt, also was there with a truck full of track tools and years of track experience to show our volunteers how its done.

Most of the crew worked both days as did the kitchen troops. The bunk room was packed and overflowed out into the carshop, something that has never happened before. Many members showed up in their campers and motorhomes so a large group was on hand for some fun in the evening. Roy Pickering set up a TV and played video tapes of PSRMA steam ups and fan trips. Roy capped the evening with a great railroad movie "Emperor of The North", that many of the group had never seen.

An early start Sunday saw a lot of spikes driven before breakfast which was expertly whipped up by Nick Nichols and associates. Ann McVeagh made special runs for cold drinks and supplies as needed during the weekend to keep the chow line going. Larry Rose made several runs for diesel and gas to keep the loader, forklift and track spiker going, but this wasn't all. There was a lot of work done on the car shop building as well!

Dick McIntyre, an authentic genius, designed and constructed a top and bottom latch and lock mechanism for our seventeen foot high car shop door at track #3 which he installed some months ago. While Dick was completing his usual expert job, Bruce Biggers and Bruce Morrison, both professional carpenters, were building a new pair of doors for the tool room. They also hung a door (scrounged by Norm Hill) between the shower room and the bunk room. All this and 900 feet of track too!

The following members and friends superior efforts on site created the museum's finest work weekend. SALUTE!!

Stan Bartlett	Norm Hill	Duane Leal	Mike Reading
Bruce Biggers	Robin Hood	Henry Lines	Michelle Robinson
Nolen Clark	Jon Hood	Jim Lundquist	Paul Robinson
Bob DiGiorgio	Craig Huddleston	Charlie McCarthy	Dan Robirds
David DiGiorgio	Harry Hurry	Dick McIntyre	Larry Rose
Harry Doering	Ron Hyatt	Ann McVeagh	Dick Ruppert
Paul Doering	Duff Joseph	Chris McVeagh	Trig Stanley
John Feldt	Robert Kerr	Bruce Morrison	Scott Thompson
Roger Garrett	Russ Kimball	Nick Nichols	Tom Travis
Bob Haney	Ron Kinum	Martin Nemerever	
Ken Helm	Mike Lane	Roy Pickering	

Special thanks to the folks who sent potluck dishes: Duane and Carol Dubke, Lyle and Dorothy Cotton, Linda Di Giorgio, Brian Valleau and Tanya Rose, and again to Linda, whose telephone campaign produced the big turnout.

BY-LAW CHANGES APPROVED , OFFICERS ELECTED

The election of the museum officers for 1983 was somewhat less exciting than the national election. With one exception, all the "rascals" will be thrown back in, having run un-opposed. This has been the norm in recent years. In the one lone contest, Dick McIntyre begged to bow out when he found out that Wally Barber had accepted a nomination for his director's seat. Dick was on vacation when the nominations were made and didn't make his wishes known in time to keep his name off the ballot. Dick was narrowly elected, but the members present at the October general meeting agreed that the second vote getter in a threesome that included excursion activist Rita Cloud should be declared the winner, allowing Dick a graceful exit.

Getting on the PSRMA Board of Directors is easy, getting off can be really difficult, especially if you do a super job as our current officers have. Dick McIntyre is a multi-talented heads-up guy and we will miss his steadying influence on the board but his replacement, Wally Barber, a life patron member, also has his heart in PSRMA and will be a most welcome addition.

Wally owns a railroad construction and engineering company and has come to the aid of the museum many times. With PSRMA now involved in major trackwork at our home in Campo, a leadership position for Wally seems most appropriate.

President Jim Lundquist, V.P. and General Manager Larry Rose, Treasurer Harry Doering and Secretary and Excursion Director Ann McVeagh will all be back due to lack of opposition. Returning as Board Chairman will be immediate past president (1978!) H.C. "Chop Kerr, Jr. Rounding out the 1983 board will be Director Norm Hill, serving the second year of his two year term and staff representative Bob DiGiorgio for our Embarcadero Exhibit Director.

The by-law changes were overwhelmingly approved by the members and provide the mechanism that allows the museum to be run similarly to other museum organizations in San Diego such as the Aerospace Museum, Maritime Museum, etc. However, until the new management system is activated, it will be business as usual, so don't expect things to change overnight.

Thanks to all those members who participated in this year's democratic exercise even though the top posts were uncontested again, and let there be no doubt, that a vote of confidence is often the best vote of all.

QUOTE OF THE MONTH:

I sometimes think I've seen enough trains....until I see the next one coming!

Norm Hill



104 & 050 READY TO MOVE

San Diego & Arizona Eastern 2-8-0 #104 and business car #050, the "Carriso Gorge", were lubed and repacked last month in anticipation of their impending move from the Del Mar Fairgrounds to their home rails and the security of our car shop in Campo. To ready the equipment, it was necessary to move the #050 onto an adjacent section of track and replace the ties that had rotted out under the car on its exhibit site. The 140 ton steam locomotive was also moved for the first time in twenty seven years after the main rods were removed and the tender was disconnected and rolled away separately.

Wally Barber provided the muscle and the logistical support for the move. Wally's big pay loader, fitted with a heavy cable, easily rolled the car and engine after the track was beefed up by his people and the usual museum foot troops. Members on the track crew were: Ken Helm, Dan Robirds, Cliff Pennick, Scott Thompson, Larry Rose, Jim Lundquist, Bob Martin, Mike Lane, Duane Dubke, Don Pope, Duff Joseph, Bob DiGiorgio, David DiGiorgio, and Dick Ruppert. Roy Pickering got the whole thing on video tape.

Ken Helm's stake bed truck was loaded with the heavy main rods, water and oil tender connection flex pipes and the draw bar and pins connecting the tender to the locomotive. The granite monument recognizing S.P.'s donation of 1955 was also placed on Ken's truck with Wally's loader to be taken to Campo along with the engine parts.

Dan Robirds and Ron Hyatt repacked the journals of #050 and found to their amazement that the brasses were new! Larry Rose, Ken Helm and Harry Doering greased the locomotive drivers and found the bearings and axles to be also in very good shape. Getting to the driver grease block cover plates involved a contortion act under the engine by Larry and Ken with Harry passing in tools and assisting in prying down the grease block spring holders from outside.

The windows on #050 were boarded up for the move by Larry Rose, Cliff Pennick, Scott Thompson, Duff Joseph, Dick Ruppert and Mike Lane. Full sheets of oiled plywood were supplied by Wally Barber and were butted end to end for the entire length of the car.

It was originally planned to move #104 and #050 by the "snap track" method to the Santa Fe's old race track spur across the Del Mar slough. Jim Lundquist even met with Caltrans highway engineers to see if the bridge across the slough could support the engine but it was determined that the space available to maneuver the locomotive on the

other side of the bridge on sections of "snap track" was not sufficient to roll it onto the end of the spur. It is now planned to move the car and engine the four hundred yards by truck or on house moving dollies. Once on the spur, our mechanical types will do some more work on the running gear. The Santa Fe will then move the S.D.&A.E. artifacts the twenty miles to San Diego. When transferred to S.D.&A.E., it is 65.8 rail miles to Campo in a special train of museum equipment. The exact schedule of this adventure is not know for certain. What is known is that we are going to have to move this equipment now and it will be expensive.

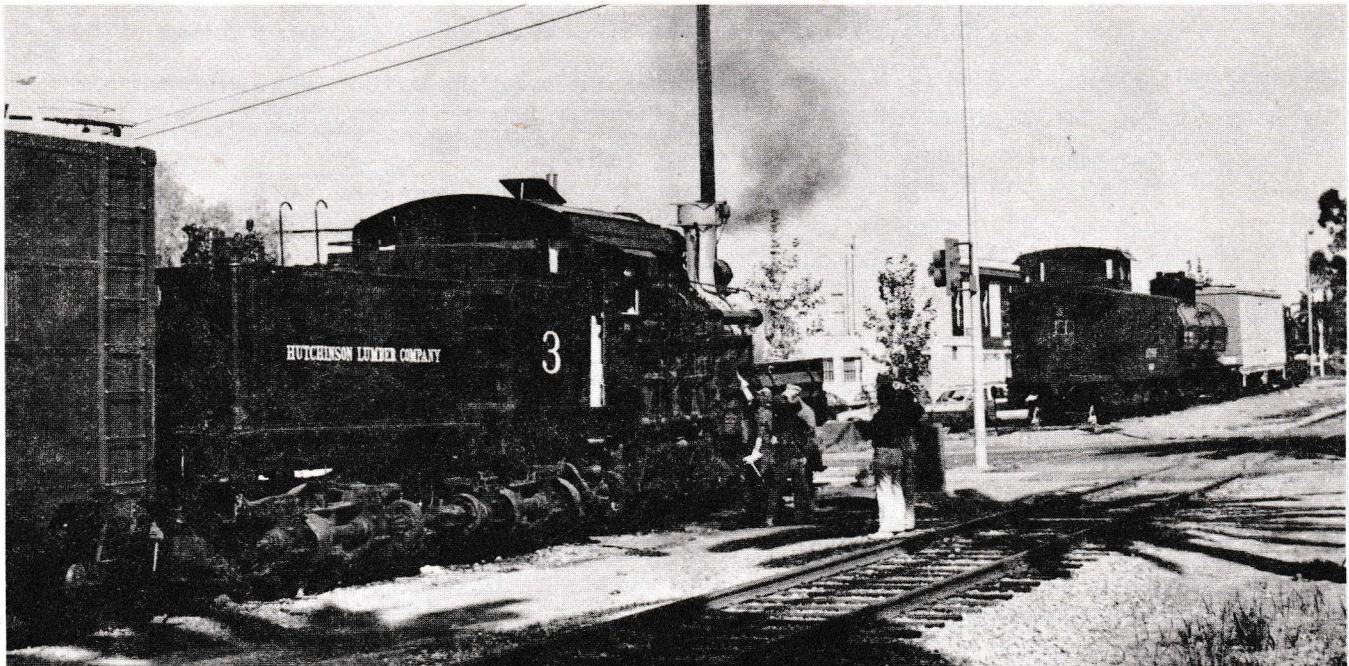
Two local TV stations covered the preparation move, featuring a nice interview with Bob DiGiorgio. We hope that the many people watching got as excited as our people did when those big 57" drivers moved after such a long period of static display and neglect. The promise of restoration and operation of these two artifacts has already raised a few bucks for their relocation and resurrection and it is hoped that this media coverage will help garner a few dollars more.

104-050 FUND DRIVE

Major grants and cash donations from the J. W. Sefton Foundation, the AT&SF Railway Co. and thousands of visitors to this year's Del Mar County Fair have provided \$14,000.00 toward moving San Diego's most important railroad artifacts.

Unfortunately, we are still about \$8,000.00 short of meeting the cost of getting #104 and #050 to our home in Campo. It is now "bite the bullet" time again for PSRMA as this equipment must be saved and to do that it must be moved now! We have had our backs to the wall before (our Campo land purchase, for instance) and the membership came through with a tremendous effort. Can we do it one more time?

Spread over the current membership total (1,189 through October) the cost is only \$6.72 per person, a small sacrifice to save the only S.D. & A.E. steam locomotive in existence. The Buy-A-Tie donors have provided the track at Campo, now let's put a train on it! Send your donations to: #104 & #050 Fund, PSRMA, La Mesa Depot, 4695 Nebo Dr. (Railroad Ave.) La Mesa CA 92041. Come on, PSRMA, let's buy ourselves a Christmas present!



PSRMA's home built stack fan helps get Shay #3 hot on the morning of October 2nd. Ron Hyatt is shown oiling around and making adjustments as Nick Nichols explains the locomotive to an early morning passerby.

L. Rose photo

GETTING UP STEAM IN LA MESA

The first steam powered passenger train in La Mesa in fifty four years operated on October 2nd and 3rd during the city's annual Oktoberfest celebration. Even though the train only moved back and forth on our short spur, hundreds of people lined up to ride. Our Shay's steamboat whistle could be heard for miles and attracted people like bees to honey.

It was a splendid day for PSRMA with Shay #3 steaming beautifully and convincing many people to get in on the fun and join the association. One freshly signed up member, Jim Hunt, a "born again" steam buff who lives a few blocks from our La Mesa facility, fixed our Pyle generator which had inexplicably conked out. Jim's quick action allowed us to steam far into the night on Saturday and allow hundreds more to ride and enjoy the sight, sounds and smells of a living, breathing iron horse.

Bob and Linda DiGiorgio set up the PSRMA gift shop and lemonade stand in front of the depot and sold out many items. A bake sale to benefit the depot was set up by the La Mesa Historical Society and also sold out. Tanya Rose, Roy Pickering, Ann McVeagh, Jo Pressnall and Trig Stanley helped out around the depot as needed and dispensed much museum information which resulted in many new members signing on. Eric Sanders had the depot interior decked out with photo displays of early San Diego County railroading and the historical society provided a nice photo display of La Mesa in days gone by.

The train crew for the day was Ken Helm, Dan Robirds, Scott Thompson, Ron Hyatt, Brian Valleau, and Nick Nichols. The fire was started in our 100 ton sidewinder at 6 a.m. Saturday morning. Fuel and water were taken on the night before.

The Sunday session got started earlier with the engine already hot and thousands more came to enjoy the show. In fact, this year's La Mesa Oktoberfest set an attendance record which was no doubt due to the magic of live steam in the middle of downtown. The PSRMA Board of Directors, especially Jim Lundquist, were all involved in arranging and promoting the weekend railroad festivities which made so many new friends for the museum. These new friends paid all museum expenses with purchases of train tickets and items from our sidewalk railroad gift shop. Thanks to all who made this fun weekend happen!

EXCURSION SCHEDULE

The Excursion Committee has been hard at work setting up a tour schedule for next year so many of you can plan ahead. Here is a list of the trips planned so far:

- December 5, 1982.....Santa Claus Express
- December 11, 1982.....Sacramento Rail Museum (weekend trip)
- January 11, 1983.....South America Rail Adventure (20 days)
- February, 1983.....Puerto Peñasco weekend
- March, 1983.....Alamos (5 days)
- May 2, 1983.....Copper Canyon (9 days)
- August, 1983.....Orient Express/Europe (15-21 days)
- September, 1983.....Alaska/Yukon (14 days)

For more information contact the Excursion Committee Director: Ann McVeagh, 1691 Lisbon Lane, El Cajon CA 92020 (619) 444-3808. Let us know if you are interested in these future trips, as they fill up quickly, especially the Orient Express adventure.

DON'T MISS CANNONBALL II THE SANTA CLAUS EXPRESS DEC. 5th

THE 2nd S.D. & A.E. EXCURSION IN 54 YEARS !

RESTORATION DEPARTMENT

by Brenda Bailey

Norm Hill has been keeping a lot of us busy, and has with a lot of help from some special people, been able to get the ATSF caboose #1413 in its final stages of restoration. If you haven't seen it recently, take a little time some day and stop by the La Mesa Depot and take a look. The caboose is beautiful, and you need to see how nice the interior is too. The people involved in restoration these past two months were:

Norm Hill	Andrea Hill	Ron Kinum	Jon Hood
Tom Travis	Larry Rose	Doug Kerr	Ron Hyatt
Bruce Morrison	Steve Norris	Jim Lundquist	David DiGiorgio
Ted Kornweibel	Bruce Biggers	Bill Barbour	Brenda Bailey
Rob Hood	Randy Gibson	Dick McIntyre	Steve Nunan
Jim Hamill			

CABOOSE 1413

The final carpentry work was completed by Bruce Morrison, Larry Rose, Bruce Biggers, Doug Kerr, Norm Hill and Ted Kornweibel, who all did numerous tasks to bring the interior of the caboose back to its 1940's appearance. The outside has been painted mineral brown and you should see it now. I guarantee that this is the best restored wood caboose "west of the Mississippi". Larry did a splendid job on the lettering and the caboose looks perfect. Bruce Morrison built an oak conductor's desk and a closet, Dick McIntyre built a new sink and rebuilt an ex-Missouri Pacific water cooler, fixed the doors on the caboose stove, repaired the tool box doors and rear caboose step. As if that was not enough, Dick bought, donated and installed the stove pipe chimney from the stove to the stack in the roof. Norm and Dick fixed up three caboose lamps, one of which is a 90 year old U.P. lamp. A Handlan lamp was also donated and installed by Norm, along with two ATSF oil cans and caboose-type tools. Larry has started to get the roof walks installed. On the inside, Norm and Steve have the interior painted grey. The restoration of the caboose began about last October, and wow! one year later, it is almost completely restored!

MOJAVE NORTHERN #3

Bill Barbour, Jim Hamill and David DiGiorgio have built and painted a roof hatch, and have continued the tough job of removing the old paint from the boiler backhead. The driver tires have been repainted, and this little engine will soon be buttoned up with new cab glass and doors.

MECHANICAL DEPARTMENT

Master Mechanic Ken Helm has been keeping the mechanical types busy with many vital projects, and pitching in with the elbow grease were:

Dick McIntyre	Ken Helm	Dan Robirds	John Schmeling
Mike Reading	Brian Valteau	Shawn Eriksen	Ron Hyatt
Scott Thompson	Henry Lines		

SHAY #3

Ken, Dan, Shawn and Scott spent two weeks putting the universal joints and drive line parts back on the engine, and "metal magician" Dick McIntyre repaired the bell ringing mechanism. Then, to get ready for the La Mesa Oktoberfest, the foot troops with Ken in command checked over the injectors, valves and gauges before the steam-up. Ken, Dan and Ron were on hand during the dark early hours of Saturday morning getting the fire going and the boiler pressure up, a lot of hard work, but well worth it and much appreciated. The Shay was steaming by mid-morning, and was now running for the first time since leaving Miramar. As reported elsewhere, the Oktoberfest was a huge success, and

PSRMA made many new friends and received a lot of publicity. It could not have happened without the dedicated efforts of PSRMA's mechanical department.

DIESEL #1809

This locomotive has caught the attention of John Schmeling, Ron Hyatt, Henry Lines and Mike Reading. They have begun to do some of the tinkering around to find out what is needed to get this diesel operational again. They have been checking the cam shaft, valves and other mechanical parts, and have begun to get the electrical problems analyzed. John Schmeling has also cleaned up some of the rust spots and has dabbed on some primer to get some control over the rusting.

PAYLOADER

Thank you, Wally Barber, for letting PSRMA use this valuable piece of equipment. Ken Helm and Dan Robirds have fixed the water pump and the hydraulic system. Wally has decided to leave the loader at Campo for the time being, and it has been a tremendous help with the earth moving at Campo.

HONOR ROLL

The following companies and individuals have donated materials and artifacts to PSRMA in the last few months.

JOHN CARNES, whose family ran the famous Lima Locomotive Works, has donated a large stack of locomotive builders photos of Shays and other engines. Promotional materials showcasing Lima products from the 30's were also included in this excellent gift.

ORVIS SCOTT sent us some blueprints of lightweight passenger cars built by Budd for the Santa Fe. The drawings include full air brake system diagrams that match our own Budd coach ex-SAL #5601 and they will be given to the museum master mechanic for his equipment files.

WESTERN SANDBLASTING of Santa Ana cleaned up the pot belly stove for caboose #1413 and a Union Pacific car step for our La Mesa museum display.

TRI-STAR FRAMING of Newport Beach donated lumber and nuts, bolts and washers for the roofwalk of caboose #1413.

NU-WEST LIGHTING of Irvine donated the light fixture now over the agent's bay in the La Mesa Depot.

ARCE-TICKEY PLASTERING of Covina donated scaffolding for use in our restoration projects.

CREST INSTALLERS, INC. of Anaheim provided lumber for the closet and cupola seats of caboose #1413.

TRIPP ELECTRIC of Santa Ana donated conduit to be used in a variety of museum wiring projects.

CHRISTIAN AND LETNER ROOFING of Orange donated roofing materials for the cab of Mojave Northern #3.

MISSION SHEET METAL of Santa Ana donated sheet metal parts for caboose #1413 including a replacement for the rusted out toilet chute.

CLEAN SCENE WINDOW CO. operated by member Ron Milot cleaned all of the La Mesa Depot windows inside and out.

DICK MC INTYRE provided plumbing and machined parts for the caboose water cooler and washbowl and designed and installed an ingenious door latch for Campo car shop door at track #3.

BILL BARBOUR provided sandpaper and supplies for the caboose project.

BRUCE MORRISON provided miscellaneous lumber, fasteners, glue and stain for the caboose conductor's desk.

NORM HILL provided the caboose cabinet door hardware and solicited the material donations from most of the companies on this list.

HARRY W. CHRISTIANSEN, JULIE HOCKING and SARA B. FULLER have our thanks for giving cash donations to our general fund.

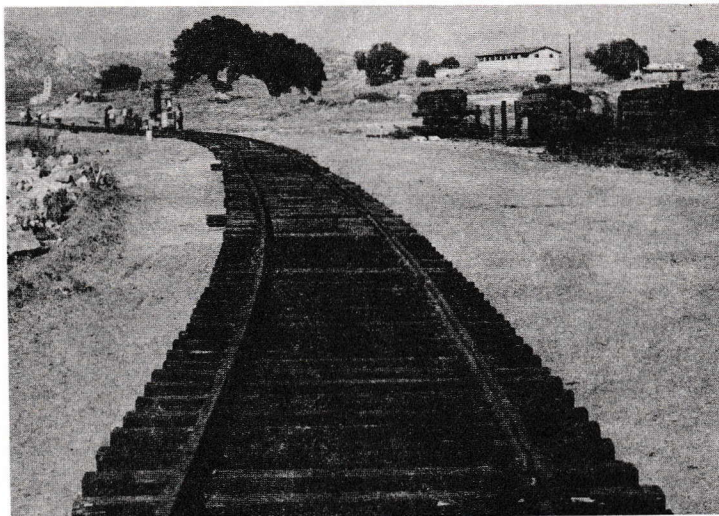
JACK PLETCHER has donated three switch stands complete with switch lanterns, an S.P. caboose stove and a pair of steam locomotive classification lights. This excellent material was donated in memory of Jack's dad, Bert, who was a locomotive engineer on the Southern Pacific for fifty years.

BUY-A-TIE PROGRAM AT FULL THROTTLE

Just when we need lots of ties at Campo the Buy-A-Tie campaign heats up! Sixty five more ties have been funded by the folks who have signed in on this month's chart. John Juliussen provided the support for thirty feet of track with a single donation! That's enough to support 3/4 of a boxcar. Four of the locomotives on our eight engine roster will also fit on thirty feet!

James T. Slingsby is next in total length as he has donated to the growing pile for the third time! The Joseph Reneau family added to the pile on behalf of PSRMA excursion director Ann McVeagh, as a way of showing their appreciation of the good time they had on her Alaska excursion. There are many multiple tie donors on this month's graph, including PSRMA's treasurer and some folks from out of town and out of state. This broad based support has funded ties for nearly 300 feet of track so far, enough for three passenger cars and a locomotive, an entire train!

Our tie source is still there as long as the recession lasts, so let's get a few more so we can keep making tracks. Send your tie contributions in \$7.00 increments to PSRMA Buy-A-Tie Program, La Mesa Depot, 4695 Railroad Ave., La Mesa, CA 92041.



MEMBERSHIP NEWS

by Tanya Rose

Our new members this month include Myron B. Fahringer, retired Reading Railway telegrapher, Dennis J. McGinley, Jr., retired engineer, and DeWitt Chapple, Jr., owner of the private car "Chapel Hill", an ex-C. & O. business car.

The steam-up of Shay #3 brought a 66% increase in the attendance of the La Mesa "Oktoberfest" over the previous year. People from miles around came because they were trying to track down the sound of the Shay's whistle. I met a lot of delighted people that way, and they were more than eager to ride our "Oktoberfest Express" and then join PSRMA.

Are you wondering what to give for the Holidays to very special people, people who like to travel by rail, friends who are railfans or those who are just interested in preserving a part of our American history? A gift membership in PSRMA is the answer! In our seemingly plastic, "throw-away" society, there is something satisfying about being part of an organization which really cares about our rail heritage and offers many exciting ways to support and promote it, from neat rail excursions to "nitty-gritty" nuts and bolts restoration projects. Call or write me for information on dues: Tanya Rose, Director of Personnel, 4924 Wood St., La Mesa CA 92041 (619-469-3064).

We extend our warmest welcome to the following newest members:

SUPPORTING MEMBER

William V. Niedrich

SUSTAINING MEMBERS

Donal and Mary Ertel

CONTRIBUTING MEMBERS

Gardner F. Marston
DeWitt Chapple, Jr.

Robert & Bettie Lu Thorn
Grace Middlebrook

REGULAR MEMBERS

Edward F. DeMers	Geraldine M. Chambers	Al Novak	Dick Bradbear
Philip J. Erdelsky	Carmen Donavon	Steve Nunan	Nick Roberts
Josh Oliver	William E. Donavon	Bruce Putnam	Richard S. White
Mr. O.C. Sherman	Myron B. Fahringer	John M. Selvey	Lorraine Hepburn
James M. Andrews	Jim Hunt	J. Lee Watson	Thurman Saxer
Richard E. Brown	Dennis J. McGinley, Sr.	Thomas T. Witkowski	A. David deVries

FAMILY MEMBERS

Tom & Judy Dolan	M. R. & Hazel Foster
Carmen & Charles Freeman	Glen & Sophie Francis
Daniel & James Kornweibel	Denny, Peggy, Lisa, Darcy & Mindy Hill
Steven & Josephine Rosefeld	Roger, Doreen & Ben Jackson
Edward, Louise, Robert & Kathryn Shaw	Donald A., Lorna & Dorothy Lee
Edwin & Pamela Smith	Donald & Jo Leonard
Don & Janice Westman	Marta & Bruce Metcalf
Harvey & Tom Smoller	Bob & Ellen Peddicord
W. Russ & Marie Tipple	Robert & Eileen Vendeland
Richard P. & Jurene While	Linda & Mary Woolfolk
Ralph, Nancy, Laura & Scott Bicknell	Donald E. & Dorothea Wright
Michelle & David Floersch	Joe, Jennie Lee & Janna Richert
Leslie L. & Jeff M. Dunstone	Paul, Barbara, Patti & Kathleen Foley

NORMAN'S LAW

The only problem with a steam engine is no matter how slow it goes, it always goes by too fast!

Norm Hill

RAILROADING ON THE EMBARCADERO

by Bob DiGiorgio

MONEY!! That's one of the reasons we have the Embarcadero Exhibit, of course. It takes a lot of money to build a railroad museum, especially a good one, and the exhibit is a major source of that green stuff. Last year, we set a goal of \$6,000.00 and brought in \$7,144.00. That was entirely donations. The gift shop was still just a few postcards, cups and tee shirts.

This year the numbers are up again, but in a different way. With the recession, crowds have been down at the Embarcadero and donations are down, too. However, the new gift shop is more than making up the difference. At the end of September we had brought in over \$6,000.00 profit between the donations and gift sales, and we're well on our way toward passing our \$8,000.00 goal for this year. That happens to be a little more than last year's mortgage payments on the Campo land, so it could be said that we're "buying" the land for the museum. It is a major contribution to our museum's development, and everyone of our Embarcadero staffers deserves a hearty "well done"! for their faithfulness and enthusiasm. Of course, we could use a few new staffers. Why don't YOU call 283-3066 and join our successful band.

A NEW CAR FOR THE GIFT SHOP During December, Amtrak coach #5601 will replace #1509 at the Embarcadero. The more modern (1939) #5601 can be better adapted to gift shop use. There is more space for the ever expanding shop, better lighting, and it will be much more convenient for the staffers, with easier to operate doors and more storage space. We're also hoping that the silver sided car will make the exhibit more noticeable. It always amazes us how many people never notice that there is a train on the Embarcadero.

The #1509 will be returned to authentic appearance inside and put on display at La Mesa. It will be better appreciated there and will hold up better, since it will be away from the salt air and heavy Embarcadero Exhibit traffic.

OUR FAITHFUL CREW for August, September and October were:

Stan Kerr	Roy Pickering (3)	Shirley Cook	Hal Johnson
Judy Kerr	Bill Evans (4)	Herman Englander	Wynima Johnson
Dorothy Knittle	Carr Beebe	Terry A. Danielson	Al Ellis (2)
Joe Laurent	Bill Niedrich	Robert Warner	Nick Kimler
Rebecca Archer (2)	Rita Cloud	Elaine Warner	Chuck Gannon
Stan Brown (3)	Ann McVeagh	Margaret Barksdale (3)	Jo Gannon
Herb Kehr (2)	Henrietta Kecskes	Linda DiGiorgio (5)	Dick Ruppert
Dave Slater (2)	Doris Dean (2)	David DiGiorgio (3)	Lea Vovakes (2)
Al Vartanian (2)	Frank Kearney	Deborah DiGiorgio (3)	Bob Hull
Curtis Croulet	Max Miller (2)	Bill Worthington (2)	Bill Schneider
Dan Botkin (2)	Cecil Badman (2)	Amelia Worthington (2)	Pat Mc Donough
Bob DiGiorgio (6)	Don Pope	Rae Gay	Harlan Hatz
John Pfingsten	Gene Wegener	Duane Dubke	George Parish
Manuel Lopez (3)	James Schmitt (2)	Verna Eastman	Mike Lane
Pat Rau	Jo Pressnall	Sheila M. Mac Kay	Dee Duncan
Belden Rau	Charles Wade (4)	Dorothy Taylor	Kay Montgomery

NEXT CAMPO TRACK GANG JANUARY 9th & 10th

The next big Campo track gang session will be held on January 9th and 10th, 1983. Don't wait for Linda DiGiorgio to call you---call her at 283-3066 and tell her you'll be there!



San Diego & Arizona Railway locomotive #104 is ready to move from its home for the last twenty seven years and was photographed last month for the first time since 1955 without a fence in the way by Larry Rose. The museum has launched a major fund drive to get this 1904 Baldwin product and private car #050 out of the fairgrounds and stashed safely in our car shop at Campo. With everyone's financial help and some hard physical work by the museum foot troops, these priceless relics will never be exposed to the elements again.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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