



Nov. Dec. '82

REPORT

No. 183

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



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

Ex-Santa Fe cafe-observation car #1509 carries the PSRMA drumhead past our La Mesa Depot as a six car train of museum equipment rolls toward El Cajon on December 5th. The San Diego & Arizona Eastern Railway provided the motive power for the six fourteen mile round trips of the "Santa Claus Express", a holiday treat for over 1,000 riders. The special excursion provided the opportunity to show off passenger cars from the museum collection built between 1925 and 1942 and enabled REPORT editor Larry Rose to snap this never seen before photo of a heavyweight observation car in La Mesa. When regular passenger service on the line ended in 1928, except for "doodlebug" motor cars, all the equipment still in use was made of wood!

CANNONBALL II THE SANTA CLAUS EXPRESS

The prime goal of PSRMA has always been to acquire, restore and exhibit vintage equipment from the nation's great age of rail, preferably alive and rolling, and not stuffed and mounted. Twice this year we have been able to do this in fine style on the S.D. & A.E. with the first and second passenger excursions run on the El Cajon branch in fifty four years. Six cars were presented December 5th on Cannonball II, the "Santa Claus Express", and a record crowd was carried on the six round trips from La Mesa to the end of the line in El Cajon.

Added to the consist this time was cafe-observation #1509 (Pullman 1926) and ex-Amtrak diner #8034 (built by Budd for Santa Fe's Super Chief in 1937 as diner #1483). They joined U.P. diner #4054 (Pullman 1925), U.P. coach #576 (ACF 1931), Amtrak coach #5601 (Budd 1939 for ACL), and troop kitchen car G-10 (ACF 1942) who were the stars of Cannonball I last May.

The kids had the most fun this time, as Santa Claus was on board every train passing out goodies and holiday cheer. Jim Hall played Santa for the first time in a spiffy suit and was terrific. Jim's Scoutmaster experience suited him well for this job and he even developed a believable "Ho-Ho-Ho!"

PSRMA's volunteers made the ride fun for everyone as a small army worked behind the scenes to ensure that all the details required for a successful outing were taken care of. Jim Lundquist and Mari Porter handled tickets, publicity and railroad arrangements. Mari painted a neat sign featuring a funky reindeer that publicized the event at La Mesa's main intersection in front of the depot. Larry Rose did the art work for the flyers and handbills that were passed out around town and mailed in REPORT. Tom McVeagh sold tickets on the day of the ride from the caged counter in the depot.

The museum mechanical types did their part, of course, as all cars were lubed and air tested. Dick McIntyre repaired a cracked brake pipe on the Army kitchen car, as Dan Roberts and Ken Helm took care of the routine maintenance. The mechanical department also provided the on board crew again, with Scott Thompson, Ron Hyatt and Shawn Eriksen helping folks get on and off and punching tickets in the traditional manner.

The snack bar on the Union Pacific diner was again in full swing as Mike Retz, Jane Drake, Ann McVeagh and Shirley Simpson dispensed cold drinks, coffee and munchies while talking up PSRMA to the many first-timers on board. The depot and cars were decorated for the festive occasion by Joan Vomhof, Doris Dean, Trig Stanley, Shirley and Ann after the cars had been made ready by Mike Lane, "The Cleaning Machine". Greeting visitors and dispensing museum information was handled by all the above, assisted by Eric and Ellen Sanders, Larry and Tanya Rose, Kay Stout, Cicily Selby and "Santa Claus" Jim Hall.

Bob and Linda DiGiorgio again brought out the PSRMA sidewalk gift shop, complete with a large crew of loyal staffers who are mentioned in Bob's Embarcadero Exhibit report elsewhere in this issue of REPORT. The brisk business done by the bookstore, lemonade stand and depot staffers helped the museum break even on this adventure which was a high risk financially because of the big increase in insurance requested by the railroad. The PSRMA sales staff pulled us through again, as they do every weekend at our Embarcadero exhibit.

Special thanks are also due the S.D. & A.E. engine crew for a superb job of train handling. PSRMA members on the crew were Gaylen Dyreng, engineer and Tom Brady, head brakeman. Although they started late, Gaylen soon made up lost time and the last five trains arrived and departed "on the advertised". The power assigned was ex-Southern Pacific SW-8's #1125 and #1126.

The measure of success for this museum rail adventure was the many smiling faces and requests to do it again next year, signifying another P.R. coup for PSRMA. The more visible we are, the more we grow and the more we can afford to demonstrate old time railroading in such a grand manner. Thanks to all who worked so hard to create such a safe, fun and educational good time aboard PSRMA's cherished and historic railroad cars.

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.



Santa Claus greets the kids aboard Union Pacific diner #4054 freshly cleaned and decorated for the occasion by museum volunteers. (L. Rose photo)

MEMBER FUNDS RAIL TRAVEL TV SERIES

"Great Railway Journeys Of The World", the first international documentary series featuring travel on the world's railways, will be aired on public television on Channel 15 in San Diego, starting April 15th. The seven part series will be funded by member Dan Marnell on behalf of PSRMA. The programs, produced by the BBC, follow seven distinguished writers as they travel the rails in South America, India, Britain, Australia, Africa, Europe and the USA.

The first program of the weekly series will feature a coast to coast trip across America on the "Broadway Limited", the "San Francisco Zephyr" and the "Coast Starlight", spiced with interviews with hobos and train buffs along the way. This program is tentatively scheduled for April 15th at 9:00 p.m.

Part two will feature a trip on the Peruvian Railway, the world's highest, which will be travelled by PSRMA's own excursionists for the second time this January. India and Britain will be featured on episodes three and four. Then its off to Australia and a ride across the famous Nullarbor Plain, where the rails run dead straight for five hundred miles, the longest straight railway line in the world. Part six rides the "Blue Train" in Africa and part seven samples sixteen different trains in Europe.

Thanks to Dan Marnell, PSRMA will have its logo flashed on the screen fourteen times during prime time, as all seven shows will be aired twice. Dan has ridden many of these railroads himself and has presented many slide shows of these trips at PSRMA meetings over the years. Dan, a globe trotting steam chaser of the highest stripe, looks upon these shows both as old friends and new adventures and is doing railfans, travellers, and PSRMA a great service by underwriting their presentation.

PSRMA members with video tape recorders will be licking their chops in anticipation of this treat. Keep an eye on your public television program guides for news of these programs in case there are any last minute time changes and to find out when the repeat shows will be broadcast. Meanwhile, spread the good word, there has never been a television documentary covering seven hours of the world's greatest railroading. Don't miss it!

104-050 FUND DRIVE

The appeal for donations to move the only S.D. & A.E. steam locomotive in existence and S.D. & A.E. Private Car #050 to Campo has raised nearly \$1,200.00 so far. This early response is just amazing considering the hard times the country is going through, especially California. The folks listed below are carrying far more than their fair share of this vital project. They have reduced the fair share of all those that haven't pitched in yet to \$5.86 per member to raise the \$6,800.00 that we still need. The donors so far are averaging \$25.00 each in the first wave of our charge to get this historic railroad equipment moving towards Campo.

The Board of Directors has voted to borrow the required funds if we run short of time. We are sticking our necks out because we have to! These rare artifacts are the most important in the museum collection and they are in jeopardy. Only when #104 and #050 are safe in our shop at Campo can we stop to catch our breath. The tie donors are laying the track to the door now, so let's get this equipment inside as soon as possible. If you can help with your fair share of this project, please do so now. Even a dollar will be a big help. Send your donations to: #104 & #050 Fund, PSRMA, La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041. Don't let the folks on the honored list below go it alone! Some of them have donated more than once!

Al Bispo	George C. Bramblett	Edwin S. Bulen	John Selvey
Bill Gunther	John W. Baxter	E. A. Wilcox	R. Don Geelan
M/M Gordon F. Buck, Jr.	Edward & Flora Durbeck	Julie Hocking	Mike Retz
Robert & Jilaine Getz	Sophie M. Francis	Elwyn M. Heller	Peter Duncan
James T. Slingsby	Russ & Harriet Stockwell	Lawrence A. Lare	Bill Lalonde
James J. Lundquist	Werner R. Eilers	Drexel C. Cooper	Walt Stringer
Tom Cheesborough	Stanley W. Bartlett	Verne Sweigard	D. V. Harris
Hal & Wynima Johnson	Harold & Florence Light	Clifford E. Pennick	Hal Crispell
Larry & Tanya Rose	George J. & Alice Mitchell	The Drover Family-(Richard, Roberta	& Nora)
Russell C. Joslin			

INDUSTRIAL ARCHEOLOGY (Restoration News)

The holiday season and a heavy museum excursion schedule put a dent in restoration activity for this reporting period as many of the regulars went train riding and took care of family commitments. What little was done happened in, on, and around caboose #1413 in La Mesa.

The caboose workers this time were Norm Hill, Tom Travis, Steve Norris, Tom Cheesborough, Dick McIntyre, Bill Barbour, Larry Rose and Al "Barney" Barnier. The caboose now has a waterproof electric outlet hidden discreetly underneath it thanks to Barney who ran a conduit down from the depot that is almost invisible between the rails. The roof-walk has been reinstalled by Larry and Bill after Tom and Steve painted it. Norm scrounged all the wood and also had a new sheet metal bottom fabricated for the coal bin. Norm also painted and reinstalled some interior metal fittings after they were cleaned up courtesy of Western Sandblasting Co. of Santa Ana.

Tom Cheesborough came all the way from Miami to paint the interior of the cupola, a record distance travelled to work on a museum project, something Tom has done several times before. Dick McIntyre fabricated and installed new hand grabs on the ends of the cupola seats and is working on the few remaining detail items required to complete the cupola area. Ted Kornweibel has finished all interior wood trim.

The little fun details are now starting to appear in the caboose storage compartments. L. W. Beasley donated an antique railroad cotton waste bucket and packing hook along with a car moving pole. All of this stuff is standard caboose equipment and has been stowed in its appropriate place. Ron Hyatt donated pads of old Santa Fe standard forms that were part of the freight conductor's routine paperwork. They will be installed in racks on the conductor's desk. Oil cans, brake shoes and glad hands are also being stowed as our goal

of a complete caboose exhibit comes ever closer.

The donors plaques recognizing the members who funded the acquisition of this relic have also been permanently attached to the wall near the water cooler to remind visitors that the existence of this caboose is no lucky accident. The dream has been realized, the promises have been kept, the restoration crew can stand proud!

EXCURSION NEWS

by Ann McVeagh

PSRMA RAIL EXCURSION's Fall schedule was full and successful, starting with a gorgeous cruise/rail trip to and through Alaska. This trip north was followed by two trips South of the border. Our famous (infamous?) and most popular trip, the One-Day Train Trip to Puerto Peñasco drew 650 adventurous passengers for a picture perfect trip, good weather, good cars and right on schedule. Thanks go to the hardworking staff starting with Barbarann Parker, who handled all the ticketing with the assistance of Christine Mathewson. Barbarann did a super job on a really difficult task. Bus and train staffers also earned a vote of thanks for keeping the passengers happy and informed. Muchas gracias to Steve Cason, Corrine and Jim Gallagher, Jeanie Heinig, Norm Hill, Henry Lines, Tom McVeagh, Bruce Morrison, Jo Pressnall, Eric Sanders, Shirley Simpson, Trig Stanley and Val Whitney. Eric Sanders handled the publicity ably also. You are all super!

Later in November another group set off for Copper Canyon and nine days of adventure in the mountains and canyons of Chihuahua. And it was some trip! Our president went along and he can now attest to the super railroading and sightseeing on this trip. The group has held one reunion and another is set for January; Joe Reuter now calls them the "Batopilas Survivors" group and you will have to read his trip journal to find out why!

Back home again in time for the "Santa Claus Express" and lots of fun for the children and staff alike. And three cheers for the best ever Santa Claus. This hometown trip was followed by the last trip of the year, a journey to the State Railroad Museum at Sacramento. It was another beautiful trip bringing to an end a year of successful touring and training for our passengers. Thank you all for joining us and making a super good year.

Now we are looking ahead to 1983 and another year of great railroading; we will be going further afield next year, with some very exciting trips:

Jan. 11 - South America - 20 days
Feb. 19-21 - Las Vegas - a private car trip
Feb. 26-27 - Puerto Peñasco weekend
Mar.-Copper Canyon - private car trip from San Diego
April 9 - Puerto Peñasco One-Day Trip
April 30 - May 8 - Copper Canyon - nine days
May 28 - June 1 - Alamos
Aug. 5 - Orient Express/Europe/England and Scotland

PLANNING AHEAD

→ Aug. 27 - Alaska ←
Sept. - Guadalajara
Oct. - Colorado and New Mexico
Nov. - Puerto Peñasco One-Day Trip
Nov. - Copper Canyon

Happy travelling and a very Happy New Year from PSRMA Rail Excursions!

The Railroad Yard

Feel depressed?
And full of stress?
Then take yourself
To the Campo Rest.

There in that Old Railroad Yard
Walk on down a mile of ties
Hear that whistle
To the skies

Sitting on the Railroad Track
Feel the cold wind on your back
Idle there a little while
And all the memories will come back.

K. C. Stout

S.D. & A.E. STEAM LOCOMOTIVES

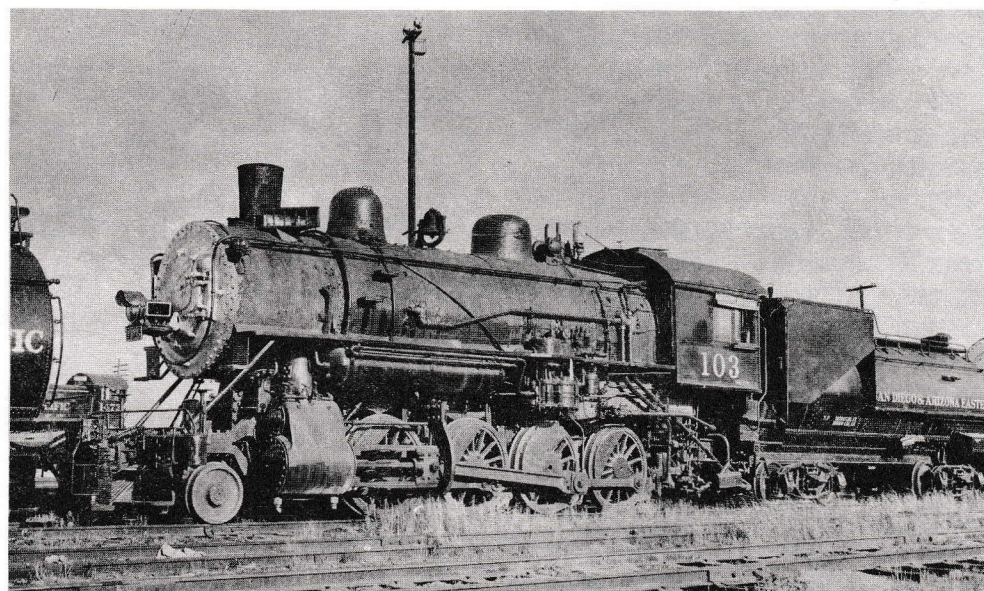
PART VII

NUMBERS 103, 105 and 106

by

P. Allen Copeland and Joseph A. Strapac

As mentioned in Part V, in 1921 the SD&A purchased four heavy 2-8-0's from the Southern Pacific to power freight and mixed trains over the mainline between San Diego and El Centro. One of the four was number 104, now in PSRMA's care, and already covered in an earlier article, and the other three were nos. 103, 105 and 106. No. 103 had been built by Baldwin in 1907 as S.P. 2523, while the other two were newer, being built in 1917 and 1918 by S.P.'s Los Angeles Shops as S.P. 2843 and 2844 respectively. Although of different ages and S.P. classes, all these 2-8-0's were essentially similar mechanically and



#103 was out of service at S.P.'s Bayshore Yard when photographed by R.P. Middlebrook in May of 1956.

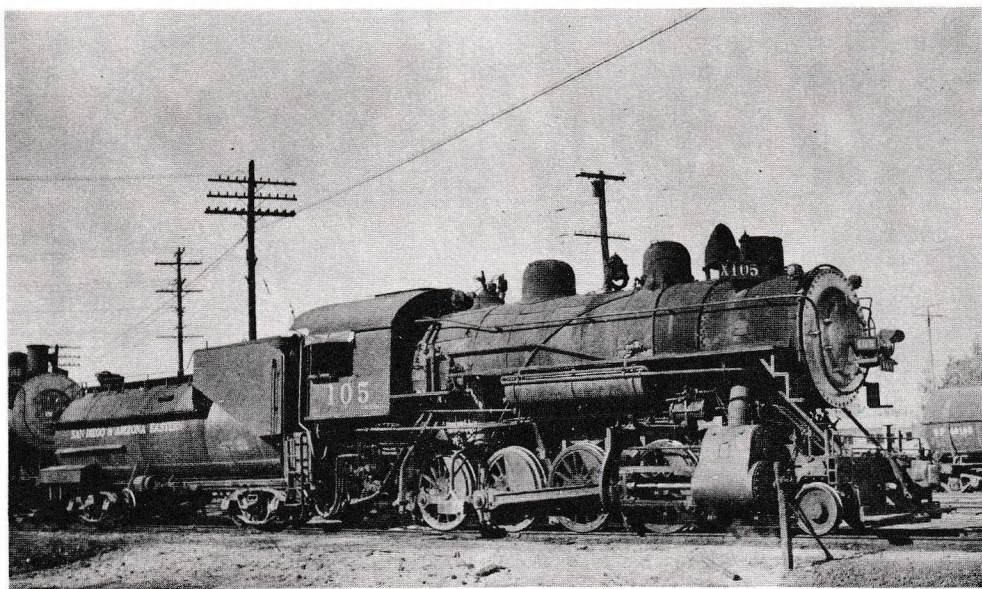
in appearance. All had piston valve cylinders and Stephenson link valve gear, the latter unusually archaic for locomotives built as late as 1918, but these engines were consistent with the majority of the SD&A steam fleet.

All of the SD&A's heavy 2-8-0's were used to provide motive power for the daily way freight each way between San Diego and El Centro, helper service from El Centro to Hipass and spares. All were used heavily in the 1920's by the road and during times when traffic was lower, they were leased to the Southern Pacific to help that road. When leased to the S.P., SD&A locomotives were used all over California, but generally tend-

ed to be assigned to the Los Angeles Division and in the Imperial Valley. For heavy shopping, the 2-8-0's were sent to the S.P.'s Los Angeles Shops (the same shops where 105 and 106 were built). Running repairs and minor work was handled in San Diego and El Centro.

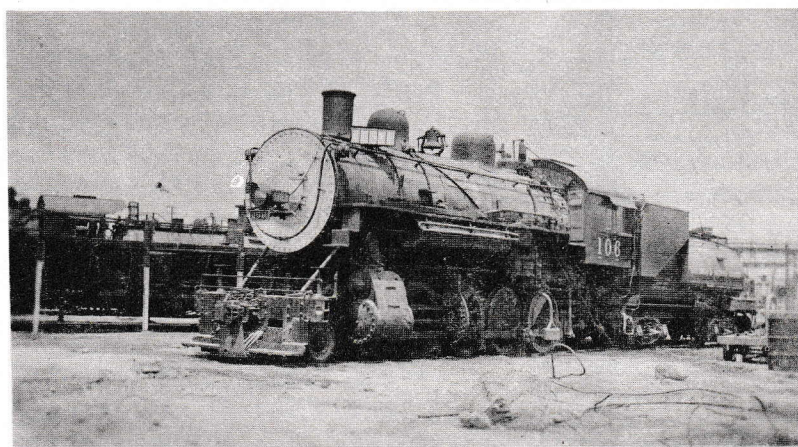
As built, the 2-8-0's had headlights mounted on the top of the boiler front, just like contemporary S.P. and U.P. practice. In common with other S.P. headlights, these were lowered to the center of the smokebox front in the late 1930's, and lowered still further after World War Two to slightly below center. The latter change occurred when the old Sunbeam headlights were replaced with new Pyle-National lights (with visors). After the war, all 2-8-0's received silver smokebox fronts.

Nos. 103 and 106 were leased to the S.P. in May, 1941 and fully relettered and renumbered to that road (becoming S.P. 2523 and 2844, their original numbers). They usually saw service in the Imperial Valley. Both were returned to the SD&AE in September, 1948 and restored to their former numbers and S.D. & A.E. lettering. In December, 1948, both 105 and 106 were leased to the S.P. for a lengthy period, but retained their lettering and road numbers. Their usual station at this time was Calexico, and both operated all



105 was in service at El Centro when photographed in June, 1955. (PSRM Library)

When dieselization of the S.D. & A.E. mainline freight trains by Baldwin roadswitchers occurred in 1951, No. 103 and 105-106 were leased permanently to the S.P. No. 103 was sent up the coast to operate out of Bayshore Yard near San Francisco, while the latter two remained in and around El Centro. In 1955, both were sent to Los Angeles and used there for heavy switching, local freight work and transfer runs. All remained in use until 1957-58 when they were set aside and scrapped. Although long out of use, No. 103 was one of the very last steam locomotives to remain on railroad property until it was eventually sold for scrap.



106 was caught with main rods laying on her footboards at Colton in 1956. (PSRM Library)

over the Imperial Valley and on the Inter California Railway to Yuma. Both were eventually returned to the S.D. & A.E. It should be noted that while these locomotives were off line, Southern Pacific 2-8-0's of similar size in Classes C-8, C-9 and C-10 were leased by the S.D. & A.E. Larger locomotives, such as 2-8-2's or Mallets would have been welcome, but the light track and heavy curves of the road precluded such power and the 2-8-0's were the heaviest steam power ever operated on the road.

Class C-9 2-8-0 57" drivers, 22"x30" cylinders, 217800-lbs. total engine weight, 193700-lbs. weight on drivers, 210-lbs. boiler pressure, 45470-lbs. tractive effort.
103 S.P. 2523 Baldwin 31453 9/07 retired 12/31/52

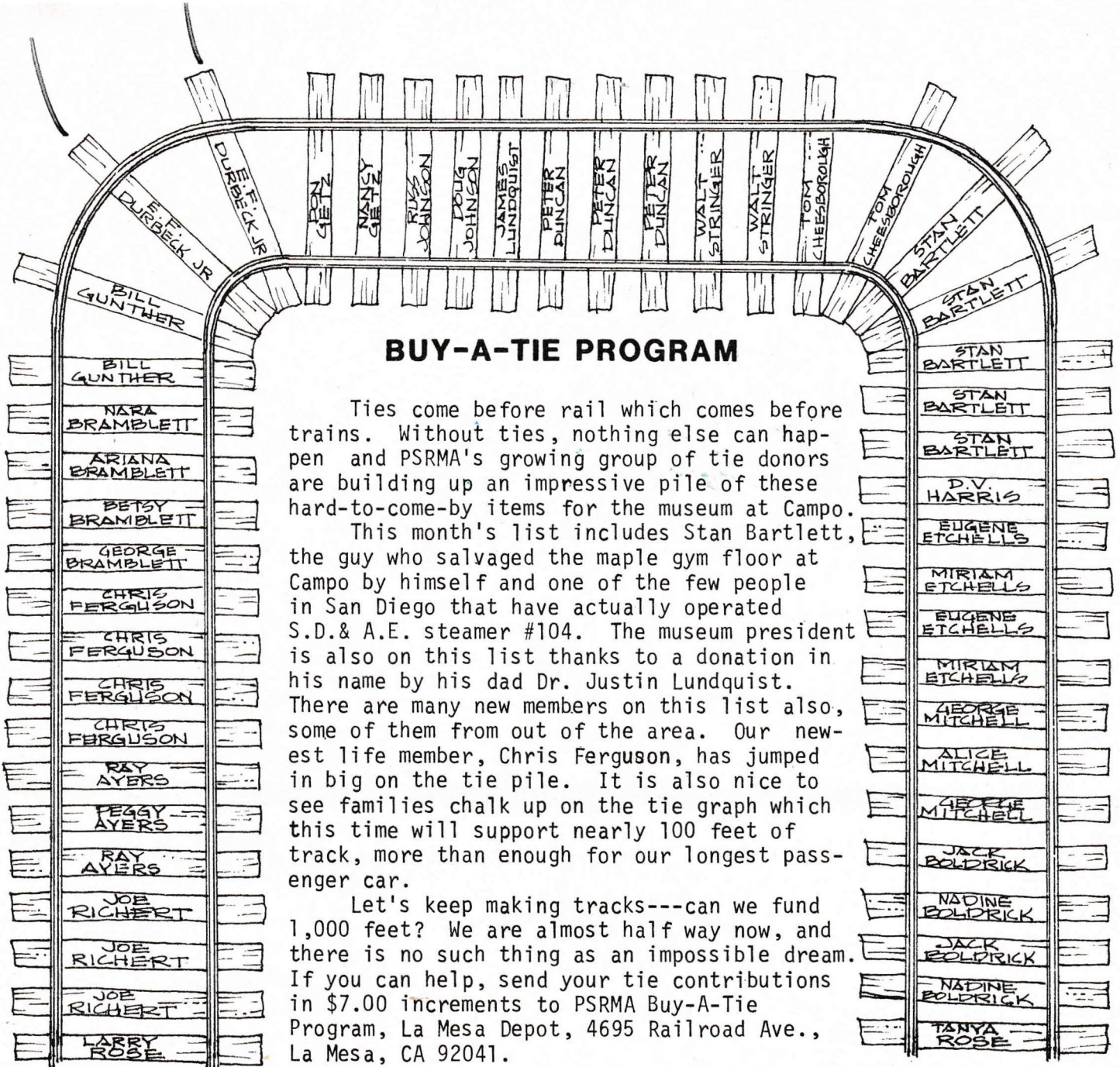
Class C-10 (same specs. as C-9)

105 S.P. 2843 Acq. 3/12/21
106 S.P. 2844 Acq. 8/6/21

S.P.-L.A. Shops 12/17
S.P.-L.A. Shops 6/18

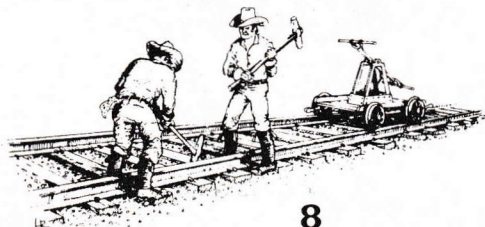
scrapped 2/6/57 L.A.
sold for scrap 10/7/58
Purdy Co., L. A.





TRACK GANG IN LA MESA

Some track jacking and gandydancing was done on our spur in La Mesa while the equipment was out on the "Santa Claus Express" excursion in December. The track had settled under the Shay locomotive and was realigned by Wally Barber, Jim Lundquist, Steve Nunan and Ken Helm. The City of La Mesa donated a load of gravel to help dress up the area softened by fuel oil and hot water during the last two steamings of the 100 ton sidewinder. The Shay and O-6-O #10 are now at the end of the spur where they will be easy to get when we roll the bulk of our collection to Campo.



P.S.R.M. CAMPO

by Larry Rose

PSRMA's hydraulic rail lifter was placed in service last month after being tinkered with for only an hour by Master Mechanic Ken Helm and associate Ron Hyatt. Larry Rose snapped this picture of the duo working only moments before the 25 year old machine was cranked over on the first yank of the cord.

This military surplus item was one of a group of like-new track tools acquired last year by the museum for a minimum paperwork charge amounting to only a few dollars per unit. After a few minutes of cleaning and oiling, Ken announced that the rail lifter had obviously never been used and that next to the power spiker, activated a month earlier, this lifter was going to be the best thing since canned beer for the track gang!

The heavy tool was delivered to our mainline forthwith, courtesy of the museum forklift and tried out lifting rail to replace a couple of split ties. The machine worked perfectly, of course, being operated and rolled easily by one person. It will lift one or both rails at the same time and is ideal for tie replacement and leveling the track for our gandy-dancer ballast tampers.

While this little project reached a quick and happy completion, a major project started over a year ago was completed inside the shop building. All of the concrete sub floor has been broken up and removed. Wally Barber's loader, operated by Dan Robirds, did most of the work and placed all of the rubble along the creek bank as earth retaining rip-rap. The broken concrete along the edges had to be pried out by hand and piled far enough away from the walls for the loader to pick it up. This tough chore was handled by Mike Lane, Larry Rose, David DiGiorgio, Ron Hyatt, Jim Hamill and Harry Doering. Laying track inside the shop building can now commence. Digging the inspection pit under track #3 will be the first order of business.

Some trackwork was also done since the last REPORT with Paul Bortell, Bob Haney, Ken Helm, Ron Hyatt, Jim Hamill, Larry Rose and Harry Doering doing the honors with spike maul and pinch bar. We are now at the point where the lead switch at the yard throat is located. We have a set of switch ties on hand, but are a few small parts short of having a complete switch kit. We have several frogs and points sets of the right rail weight and frog angle, but the corresponding tie plates and rail braces, etc. have eluded our team of scroungers. This could slow progress a little and we may have to work around it to keep the track troops going on the big push January 9th.

We have had a very productive year at our Campo facility. We have made a good dent in an unbelievable mountain of work. We have moved thousands of yards of dirt, graded roadbed, installed drainage structures, fenced the property, moved on a few miles of rail and a large stockpile of ties and have spiked down the first 1200 feet of track. A forklift has been acquired, the track gang has been partially mechanized and much has been done to turn an old gymnasium into a car shop. Most of this has been done by a fairly small group of regulars, but the support they have received from our nearly 1200 members has been fantastic. We always thank the few for their hard work on the site but often neglect the cash and material contributions of the many that have made all of the work possible. Thanks, PSRMA, for a great 1982 at Campo. 1983 will be even better!



RAILROADING ON THE EMBARCADERO

by Bob DiGiorgio

GIFT SHOP REOPENS Our new enlarged EVERYTHING TRAINS! gift shop reopens on January 8th. Its in its old location at the Embarcadero Exhibit, but now housed in the Amtrak coach #5601. The new car gives us a much larger and better lighted display area, and new showcases and furnishings use this space to good advantage.

Several new lines of merchandise have arrived while the shop was closed in December. We now carry musical metal sculptures of trains, custom made conductors uniform hats, new jewelry items and a wider selection of hat tags, cloisonne pins and belt buckles. We are also now showing the fine railroad art of Robert Sherman. His work is available as prints for framing and our exclusive new notepads featuring the San Diego depot and a 1930's scene on the S.D.& A.E. are also available.

The gift shop and the ROBERT PEARY exhibit are open every Saturday and Sunday from 12 to 5, admission free. We are located on Harbor Drive, one half block north of Broadway. There is usually plenty of parking right at the train, so come on down and see us!

ALL THIS IS POSSIBLE only because of our terrific group of Embarcadero staffers. Thanks to the November and December crew!

Jim Rocks (2)	Linda DiGiorgio (5)	Hal Johnson	Wynima Johnson
Terry Danielson	Kathy Jackson	Nick Kimler	Lillian Kimler
Bob DiGiorgio (4)	Stan Brown	Cecil Badman	Rae Gay
Margaret Stahl (2)	Gene Wegener	Don Pope	Jack Ebey
Dave Slater (2)	Roy Pickering	Bill Schneider	Dee Duncan
Kay Montgomery	John Pfingsten (2)	Sheila MacKay	Belden Rau
Dorothy L. Taylor	Margaret Barksdale (2)	Daniel Botkin	Pat Rau
Barbara Simpson	Bill Worthington	Amelia Worthington	Charles Wade
Duane Dubke	Rebecca Archer (2)		

And a special thanks to these extra crew at the "Santa Claus Express" Gift Shop!

George Parish	Charles Wade	Roy Pickering	Andrea Hill
Debbie DiGiorgio	Joan Vomhos	Joan Hall	
	Girl Scout Cadette #235 and their mothers		

A big "well done!" to the following people who cleaned up and remodeled our Gift Shop car #5601!

Dick McIntyre	Norm Hill	Jim Lundquist	Charles Wade
Mike Lane	David DiGiorgio	Roy Pickering	Jim Hamill
Debbie DiGiorgio			

LA MESA DEPOT STAFFERS

by Trig Stanley

Our La Mesa Depot Museum is serving a vital need in our community as a historic link to our past. It is vibrantly alive as a depot should be....a center of this town's social activity. Why not call me at 444-1648 so you, too, can show folks one of PSRMA's proudest accomplishments....an award winning "born again" depot complete with a representative cross section of antique rail equipment from locomotives to a caboose!

We have had the opportunity to show our depot to various groups, including blind people, forty retarded adults from the Arrow Center and thirty children from the La Mesa Dale School. All thoroughly enjoyed the tours and we are happy to be living up to our commitment of an improved public benefit program. Our conscientious and hard working Eric Sanders has presented slide shows to the La Mesa Rotary Club, Lakeside Historical Society, La Mesa Kiwanis, Daughters of The American Revolution and the Sunrise Optimist Club. Many thanks to Eric and also to the good folks listed here who took time to host.

Chuck Levy (3)	Margaret Sceppe	Kay Stout	Lucille DeWaide
Cindy Rittershoffer	Arlen Hurt (2)	Trig Stanley (5+)	Herman Englander
Margaret Collins	Eric Sanders (5+)	Ann McVeagh (2)	Erma & Lanny Starr (3)
Mike Retz (2)	Max Miller	Kay Montgomery	Margaret Barksdale
Pat Kettler (2)	Hal Gasner	Dee Duncan	Keith Bennett
Eileen Snider	Richard Teague (3)	Harlan Hatz	Roy Pickering (2)
Joe Laurent	Betty Teague (3)	Wilma Steele	Lyle & Dorothy Cotton
Al Ellis (3)	Woody Linke	Lynne S. Wallace	Dorothy Griner (3)
Jack Ebey	Bill Schneider	Ed Arbuckle	Judy Arbuckle
Kay Stout	Judy Rinder	Kel Aiken	Russ Stockwell (2)

Eric has asked me to tell you about the depot staff meeting on Friday, January 21, 1983 at 7:00 p.m. It will be in the Nan Coutts Cottage in MacArthur Park. Members and friends are cordially invited.

Special thanks to Bruce Morrison for building a beautiful display stand for the 1/2" scale Pullman car model donated by Greg Barton. Norm Hill donated the oak material and funded the operation. This model of the classic Pullman observation car ELKHART VALLEY is now on display in the baggage room atop the new stand and it looks super!

MEMBERSHIP NEWS

by Tanya Rose

Once again we conclude another year in grand style. Members Jim Hamill, a regular on the restoration crew and Chris Ferguson, who lives in Anaheim, have given us a re-sounding vote of confidence by becoming life members and we're glad to have yet another professional railroader, Burlington Northern engineer Dick Bradbear, join our ranks. The end of 1982 finds our membership total pushing the 1,200 mark. We can all be very proud of ourselves for making history in our own right as well as having our museum gain in prestige and prominence on the local and national level. Member Carl Ball, Chief Special Agent for the Santa Fe, in a letter to me summed up the PSRMA spirit by saying "The dedication, zeal and accomplishments reflected in REPORT truly are amazing". Take a bow, all you good people, you deserve this kind of praise!

LIFE MEMBERS

- #17. James Hamill
- #18. Christian S. Ferguson

REGULAR MEMBERS

Gary A. Dunn	J. C. Jarvie	James Sides	Paul Pakus
Mr. Dorcas E. Utter	Evelyn G. Lantz	Jerry Weisman	Marian West
Belinda Ann Bradley	Stanton C. Hunter	Arthur J. Wullich	David Knetzer

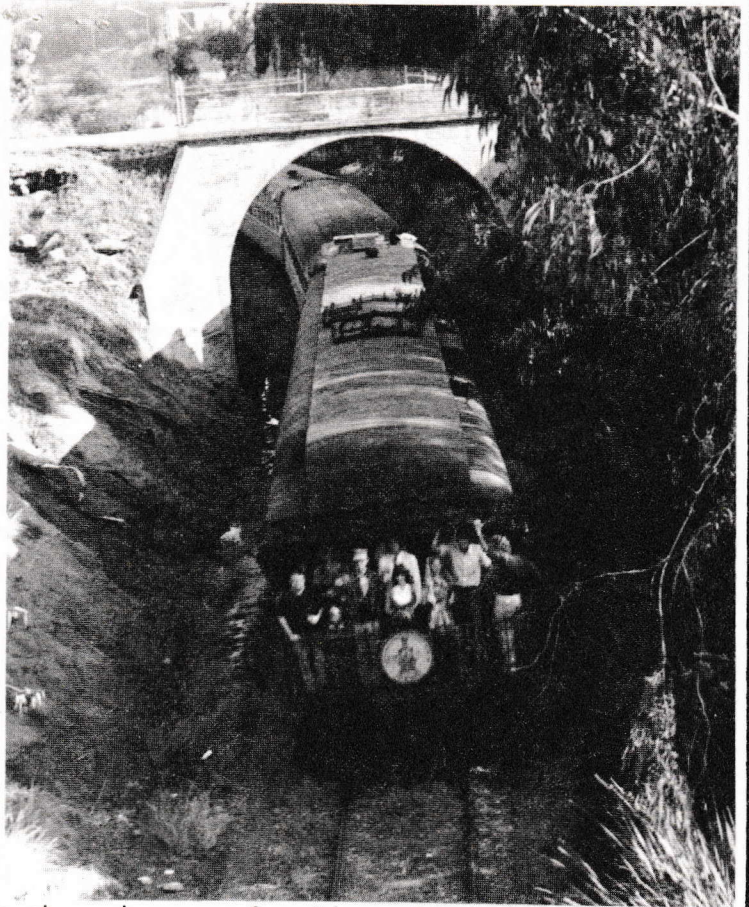
CONTRIBUTING MEMBERS

Roger D. O'Connell	Helen Edelen	Thomas P. Chambers
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FAMILY MEMBERS

Bob & Treva Gordon	Eugene B. & Miriam L. Etchells
Paul B. & Mary W. Alexander	Perry B., Patricia A. & Michael Edwards
Steve & Sharyn Rick	M/M Kim C. Crosser & Corey R. Crosser
Norman T. & Marla M. Keith	Judson R. & Rachel J. Grosvenor
Gerald E. & Ruth A. Bohrer	
Richard J., Margaret & Raymund Schleicher	





PSRMA's "Santa Claus Express" is shown here on San Diego County's scenic short line coming and going eastbound at Grossmont Summit on the S.D.& A.E.'s El Cajon branch.
(L. Rose photo)

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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