



Mar.-Apr.'84

REPORT

No. 191

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



SANTA FE DONATES CRANE, SWITCHES, RAIL, TIES AND TRACK MATERIALS !!

The rolling gantry crane in use at the team tracks in San Diego since the early twenties now belongs to PSRMA. The crane, located at the intersection of California and Market Streets (across from the San Diego Police Station) is ours thanks to a terrific donation by the Santa Fe that also includes three switches, a half mile of track and all the ties and hardware related thereto! The details of this generous windfall are featured in this issue of the Museum tabloid. (L. Rose photo)

PSRMA Gets Special Gifts From Santa Fe

One of the major railroad landmarks of downtown San Diego will soon be moved to PSRM Campo. The 25 ton capacity rolling gantry crane that has dominated the end of the team tracks south of the depot since who knows when will now be placed over our two track engine shop lead at PSRM, thanks to the generosity of the Santa Fe.

Much to our delight, the railroad also donated a half mile of rail with ties, hardware and three complete switches. The motor generator and shed at the private car track across from the depot was included in the donation, as was the shed near the crane and all the crane rigging gear stored in it. The redevelopment of downtown Santa Fe property has made all this hardware surplus and a lot of rail has already been removed across from the depot and several blocks south as far as Market Street.

The traveling crane has already been placed in our Campo facility master plan and with a track gauge of 37'-9", it has a wide enough stance to easily straddle the dual engine shop tracks. In addition to being a terrific tool for restoration and maintenance of our locomotives and cars, the highly visible crane will continue to be the landmark it always has been, towering over our shop area near Caboose Row at PSRM.

The traveling monster is also the Museum's first "trolley"! Power to the traction motors at each foot of the beast comes from four overhead wires strung between poles running along one side of the wide gauge tracks. This catenary, poles and all, is also part of the donation as is the electrical panel and switch gear needed to run it.

The crane is in excellent shape, with no rust. The wooden control shack mounted on one end will need some paint and glasswork, but that is a minor problem for our foot troops. The major problem is: "How do we move it"!? The ten ton monster is 28 feet high and more than forty feet wide. Each leg is 19 feet wide at the base. All parts are riveted together in the usual extra heavy-duty fashion of such antique machines. Getting it to Campo could be a tough and expensive hassle.

After much head scratching, our metal magician was called in for an opinion. Dick McIntyre looked over the giant crawler, decided moving it was no big deal and promptly put up \$500.00 out of his own pocket to get the project started!! Board of Trustee member John Baldwin then pledged \$1,000.00 to get the big gantry to Campo. Jim Lundquist has done one of his creative logistics/wheeling and dealing acts on the project after getting the moving idea from Dick and has estimated the total cost at only \$2,000.00! By the time most members read this, the crane might already be in Campo! Watch the next newsletter for the outcome of this most unusual project.

Another incredible part of this super windfall is one of the three ninety pound switches which is actually two switches in one. At the corner of Pacific Highway and "F" Streets is the only true three-way switch in Southern California. It has a three position antique Coke bottle style switch stand connected to the dual points which lead to three frogs arranged in a triangle. This unique track structure is the perfect space saving device for our tight yard at Campo and was immediately staked out at the Museum by Russ Kimball, our rod and chain wizard. It made our yard throat work much better, at least on paper, and the track gang is anxious to get it yanked out of the street in San Diego and installed in the spot Russ has calculated.

The great rail hardware will give us a big boost toward the completion of the main portion of our yard and will keep our track troops busy for the rest of the year just getting it sorted out and spiked down. Getting the crane reassembled at the Museum will be a good trick, too, but our regular grunts will figure it out. The impossible they do right away...miracles take only a little longer!

Thank you, Santa Fe, for thinking of PSRMA as a home for this excellent stuff. The Museum has been on such a roll the last few years! Will the merry-go-round ever stop!? We hope not, as this rail preservation business is really getting exciting. Stay tuned for the next chapter of this continuing adventure!

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 EDITOR

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.

BUY-A-TIE DONORS FUND SECOND SWITCH AT PSRM!

JON R.	SIRRINE
JON R.	SIRRINE
JON R.	SIRRINE
JON R.	SIRRINE
GREG	BARTON
GREG	BARTON
D.V.	HARRIS
G.B.	DYRENG
G.B.	DYRENG
G.B.	DYRENG
LARRY	QUALEY
LARRY	QUALEY
LARRY	QUALEY
LARRY	QUALEY
CHESTYNE	QUALEY
CHESTYNE	QUALEY
CHESTYNE	QUALEY
HENRIETTA	KECSKES

The track gang at PSRM is now working on the second switch at the yard throat, laying the long ties funded by the folks listed on this tie chart. You will notice that the ties on the chart have doubled since the last REPORT!

Thirty five ties have been funded this time, and that is one complete switch! It actually takes forty six long ties for the Santa Fe standard #8 switches that are being installed at PSRM. Counting the folks listed in the last graph, we have the switch now being worked on totally funded!

The big hitter this time was Edward D. Breck, who bought ten ties for PSRM! SD&AE engineer Gaylen Dyreng is also on the list this time. The support of rail fans along with professional railroaders is a happy mix that spurs on the regular sweat hogs spiking the rails at the Museum.

The gang will start on a third switch next month, if you can help to fund switch ties for them. Send what you can in \$14.00 increments to: PSRM Buy-A-Tie Fund, 4695 Railroad Ave., La Mesa, CA 92041.

KEEP ON TRACKING!

EDWARD D.	BRECK
EDWARD	BRECK
EDWARD	BRECK
EDWARD	BRECK
EDWARD	BRECK
EDWARD	BRECK
EDWARD	BRECK
BOB	BIRKETT
BOB	BIRKETT
BOB	BIRKETT
EDWARD	BRECK
EDWARD	BRECK
EDWARD	BRECK
ROBERT	BIRKETT
ROBERT	BIRKETT
BOB	GUNTHERP
TANYA	ROSE
EDWARD	BRECK

U.P. Railroader Impressive At General Meeting

Mr. Lowell Turner, Director of Operations, Special Projects and Services for the Union Pacific Railroad, was the honored guest and featured speaker at the Museum's spring quarterly meeting in April. A terrific slide show and movie accompanied Mr. Turner's talk about Union Pacific's steam program.

It is part of Mr. Turner's job to serve as conductor on U.P.'s steam runs. (Some job!) He is an obvious fan and loves what he is doing. He said he enjoys turning people on when the big steamers roll and took many of the slides he showed himself. U.P. is well aware of its rich heritage and Lowell Turner is a super goodwill ambassador for the "We Can Handle It" railroad.

Over 100 members turned out for this fine program set up by Special Activities Director Roy Pickering. The next gathering is the barbeque/picnic at the Museum June 16th. Don't miss it! Another U.P. employee and long-time railfan and photographer Chris Skqw, will be on hand for a program in the evening. Chris also worked for the Santa Fe and Western Pacific and is sure to put on a good show. With a little live bluegrass music and good eats included, the June shindig at the Museum promises a fun time for all. Be there! The next general meeting has been set up by Roy for June 22nd at the usual place. See the flyer for information.

PSRM Campo

A big push to clean up everything for the barbeque/picnic on June 16th has kept the troops busy at the Museum lately. A lot of miles were put on the fork lift, as pallets of heavy things were moved to the north storage yard and stacks of ties were moved to make room for the festivities.

Stan Bartlett has been sorting tie plates, track bolts and such to get all our barrels of heavy parts organized on pallets to make moving and finding things easier. He could use some help with this chore which is typical of the mountains of hand work waiting to be done at the Museum. Raking and sweeping are also regular activities at PSRM and everyone takes a turn cleaning up. Larry Rose and Geoff Shepherd have been the broom jockeys for this reporting period. Geoff did a nice job cleaning up our pig sty bunk room last month. He even stood at attention in front of his bunk during Larry's "white glove" inspection!

Harry Doering has been working on a home project for several months and a few weeks ago it was hauled to the Museum and installed. Thanks to Harry, we finally have a sign on Sheridan Road to give folks driving by a clue to what all the fuss is about. The sign is made of ties and rail with handcarved recessed letters. Dick McIntyre helped with some welding to hold everything together and Larry Rose, Roger Garrett, and Jim Lundquist helped Harry mix concrete for the post footings.



Museum Executive Director Jim Lundquist is shown here tamping concrete around the posts of our new sign that was built by Harry Doering. Harry and Roger Garrett are running the cement mixer in the rear left. (L. Rose photo)

Meanwhile, the new roof over the bunk room and kitchen has been installed thanks to a fat donation by Paul Bortell. More shelving has been assembled by Tony Neece, Larry Rose, and Jim Hamill for our constantly improving parts room. The wood shop was also cleaned up and rearranged by Larry Rose. Tim Floersch sanded down and applied drywall mud in the lounge. The initial taping in this room was done by Paul Bortell, Jim Hamill, and Scott Thompson. Al "Barney" Barnier continues to pull wire throughout the car shop, concentrating on the office upstairs which will soon hold our equipment files and technical reference library.

Outside, the track troops have finished the yard throat lead switch and have started on switch two. The gang also added another 100 feet to the caboos track. Driving spikes were: Duane Leal, John Gieffels, Walt Gieffels, Scott Thompson, Geoff Shepherd, Jim Lundquist, Jim Hamill, and Larry Rose. Transit work for the yard throat was completed by engineer Russ Kimball, including layout for a three-way switch just donated by the Santa Fe. Transition joints for 75# to 60# rail were manufactured by Dick McIntyre as a home project. Caretaker Joe Hartman has been helping with roadbed grading and weed removal with his old Ford tractor.

Remember, transportation to the Museum is available Saturday mornings at 8:00 at the La Mesa Depot Museum. Bring your gloves and work boots and join the crew building your railway museum. Call Larry Rose at 469-3064 for details of current projects or Building and Utilities Director Al Barnier at 271-1197 if you have any questions about how you can participate. No experience necessary!

MECHANICAL DEPARTMENT

Led by John Ashman, our chief mechanical officer, the big push lately has centered around our Coos Bay Lumber Co. 2-8-2T No. 11. A minor leak noted during the hydro test last month has been fixed by ace welder Dick McIntyre and John is now relaying the fire brick in No. 11's firebox.

The main rods have been put back on the locomotive thanks to a nifty maneuver involving our 40 ton capacity railroad crane and the Museum forklift. A road crossing over the Museum mainline has not yet been built, so the heavy forklift had to be hoisted from one side of the engine to the other to install the rods that weigh about 1,000 lbs. each. An unusual move, but it sure got the job done! Ken Helm operated the ex-Navy crane which was also used to rescue the forklift when it got stuck in a hole along the creek bank while getting the main rod into position. Never a dull moment at the Museum! Tim Miller, Dan Robirds, John Gieffels and Dale Prescott have been helping with No. 11 also.

Diesel locomotive #7485 is back running on all cylinders thanks to a pump rebuild job by Ken Helm and Dale Prescott. The Museum shop switcher and hero of the "Great Freight" last August is looked after regularly by our mechanical troops and is constantly being improved and spit shined.

Our Shay still has its drive shafts off and is waiting for the arrival of some custom packing to complete a major maintenance binge on this old sidewinder. Wait until you see the new cab doors for #3 that John Ashman had made. They are solid teak and are complete with new hardwood frames. The doors are part of a sprucing up and painting treatment planned for the cab of the sixty one year old steamer.

Want to learn about steam locomotives? We have six of them and the wrench jockeys are always looking for help. Just show up at the Museum and ask for John Ashman or call him at 470-3314. You will find that getting involved is easy.

BALLAST SCROUNGED FOR PSRM

Mike Reading and Jim Lundquist have managed to rip up a sizable amount of ballast at a granite pit near PSRM. The granite was free, but had to be dug out and busted up to get it ready to haul to the Museum. Mike's company, HAWTHORNE EQUIPMENT RENTAL, loaned us a D5B caterpillar tractor with big rippers to handle the job. Paul Goldstein, a trucker who has helped us out many times in the past, hauled the cat out to the pit.

Mike and Jim did the blade and rip work on enough ballast to do over a thousand feet of track. In the weeks ahead, there will be more ripping and hauling until a sizable stockpile is established at the Museum. Thanks to Mike and Jim, who toiled alone, and Hawthorne, PSRM has a firm hand on an important component of our track program. Watch for more news on this project in the next REPORT.

S.P. And Santa Fe Consists Dazzle Southern California

Southern California was graced with two unbelievably fine non-Amtrak passenger trains in the first few weeks of May. Santa Fe's "Analysts Special" was first in with a fourteen car train of spotless stainless steel classics that included equipment saved from their famous name trains. A few weeks later #4449 and the "Daylight" rolled through enroute to the New Orleans World's Fair and the longest steam powered excursion in U. S. history.

The Santa Fe special went all the way to San Diego while #4449 and her beautiful matching train layed over in Los Angeles before continuing on to Louisiana. The equipment on these two trains was nothing short of eye popping! The vintage Santa Fe cars were polished to the point of being difficult to photograph because of the glare! The #4449 consist was equally dazzling in fresh red, orange and black of Southern Pacific's famed "Daylight".

The well publicized #4449 excursion was chased and photographed by thousands of railfans who jammed the roads along the route. The tracks from Bakersfield to Tehachapi were lined with a forest of camera tripods every foot of the way. Many PSRMA members were among the chasers and a few were on board the steam special sponsored by the Pacific Northwest Chapter of the National Railway Historical Society out of Portland, Oregon, the home town of #4449. Photos of this marvel of western railroading will appear in every train magazine for the next few months. It was spectacular!

The Santa Fe Special was much less publicized but was well photographed by local fans. Many of the cars had never been in San Diego before and "roster" shots of each one were taken by Larry Rose, Norm Hill and others. Norm and Brenda Bailey chased the train when it left town following it all the way to Bakersfield, getting great photos enroute.

The Santa Fe consist behind a foursome of FP-45's: steam boiler equipped baggage car #139, business cars #52 "Atchison", #51 "Topeka", #50 "Santa Fe" and #53 "Mountainair", full dome #60, diner #61, sleepers #65 "Regal Lane", #67 "Regal Manor", #63 "Regal Crest", #68 "Regal Spa", and #66 "Regal Lark", lounge-coach #62 and track inspector #89 on the rear. This equipment has been held onto by the Santa Fe for special use such as this business trip in Southern California. The vintage gear assembled for the #4449 steam special was collected with much difficulty from several sources including a scrap yard! The Du Pont company donated the special paint that marked this train as possibly the most beautiful ever. The Santa Fe stainless steel gear must be a close second and with the merging of S.P. and A.T.S.F., the two spectacular consists will be operated by one company, that is, if steam excursions are to be continued in the future by the new regime!

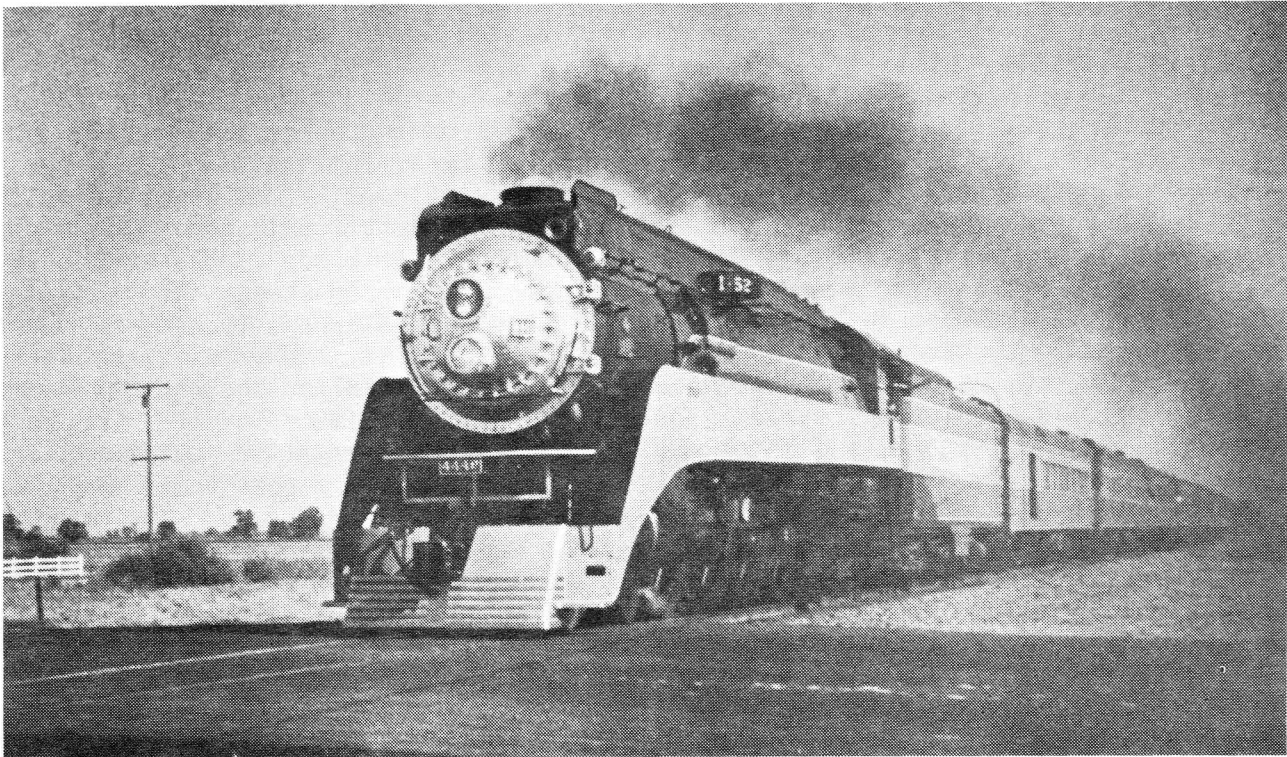
MEMBERS WIN TOP PRIZES AT MODEL MEET

A recent model railroad contest sponsored by the Santa Fe Modelers Association and the Santa Fe Historical Society in Huntington Beach, California was nearly swept clean by PSRMA members. Former treasurer and Museum financial advisor Brenda Bailey and long time member Roger Steadman placed in five of six categories of model building that were judged. Brenda, who routinely wins the trophy for best steam engine and passenger car at the national Santa Fe Modelers conventions, said this regional meet was "tougher than the nationals" but she won anyway in the usual categories. Roger, also a well known local modeler, scored in several categories including freight cars.

The only category not swept by PSRMA members was railroad structures, but only because Brenda and Roger didn't enter! Over the years PSRMA hardcore have entered and won many such contests. Norm Hill, Restoration Superintendent, and Larry Rose, Facilities Superintendent/REPORT Editor have a few blue ribbons between them back in the days when they still had time for model building. Norm is now scoring with beautiful work on full sized locomotives and railcars!

Brenda, a CPA with an office in La Mesa, is becoming so well known at model meets around the country, that she will, no doubt, soon be asked to be a judge rather than a contestant. Brenda may be the best female modeler in the country now and PSRMA is proud to have her as an active member!

Congratulations, Brenda and Roger, for showing again that modelers in touch with the prototype do the best work!



Southbound #4449, with whistle screaming, blasts across a rural road in the farmlands just north of Bakersfield on May 12, rolling the "World's Fair Daylight" to New Orleans. (L. Rose photo)



The highly polished Santa Fe sleeper "Regal Lark" glistens with its mates in the afternoon sun at the San Diego Depot. To our knowledge, this car has never been photographed at this spot before. (Norm Hill photo)

C&O 90751

The restoration of our truly "eastern" caboose is moving along very nicely, primarily due to some very hard working folks. Dick McIntyre, Tom Travis, Ted Kornweibel, Geoff Shepherd, Steve Norris, Peggy Secor, Al Barnier and Norm Hill all worked on this "shack". Ted Kornweibel did some very nice carpentry, installing a new valence and molding. Ted also rebuilt a storage door and conductor's desk top in his home work shop. The whole roof was recovered with 90 lb. composition cap sheet. The interior walls and ceiling have been painted forest green, the cupola area a reddish-brown, the car's interior paint scheme in the 1930's. Dick McIntyre and Al Barnier took out the old air gauge piping, re-bent it, added new fittings and installed the old-fashioned brass air gauge and conductor's valve. Four caboose lamps, donated by the caboose's former owner, George Thagard, a first aid kit, a fusee rack, a hot box extinguisher box and an antique mirror have been installed. Some old style brass coat hooks are also in place.

Larry Rose and David Lyman have lettered the caboose in the style used from 1930 to 1957. Larry made patterns from copies of the original C. & O. lettering diagrams that were graciously supplied by Maj. Thomas W. Dixon, Jr. of Norfolk, Virginia, President of the C. & O. Historical Society. The society has kindly supplied everything we needed to know about Chesapeake & Ohio wooden cabooses to make our files complete and insure a correct restoration.

Soon this caboose will be ready for PSRMA's train crews. Be sure to come out and work on this "crummy" before all the fun is over.

ATSF 2286

Some very nice things happened to this caboose in the last month. Doug Kerr, Tom Travis, Dick McIntyre, Al Barnier, Ted Kornweibel, and Norm Hill worked on this car. The bathroom walls are now stripped. The old cast iron toilet has been sandblasted, primed and painted. Ted Kornweibel built a beautiful new bed-bench, using the old one in Caboose #1413 as a pattern. Al Barnier has restored an old Santa Fe fusee rack. Norm and Doug Kerr built new table benches and a new table in Doug's wood shop as their Thursday evening sessions continue. The restored bed screen partition has been installed. Now all our new beds and benches are in place. Duane Lea, his dad Anthony and Wallace Schonschack have each donated to the #2286 Fund that Norm started spontaneously a few months ago on the Puerto Penasco excursion.

SOUTHERN PACIFIC 644

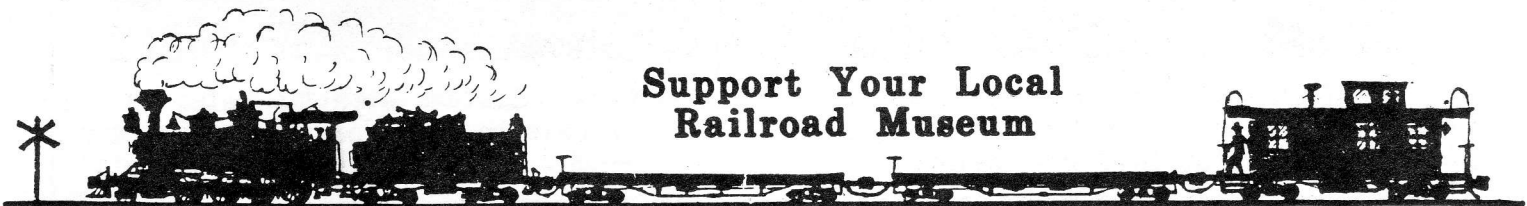
What a super car this is! It is hard for our restoration people not to want to work on it. There is something about this caboose...

Dick McIntyre did some first class welding on the car's badly damaged steps. Dick donated new 2x12 planks for new step treads and Jim Hamill helped with the installation.

Bill Barbour donated \$300 worth of milled lumber to follow up on his big cash donation listed in the last newsletter. Larry Rose cut and installed new cupola facia. The car's cupola and rear roof were recovered with new roofing. Norm Hill, Geoff Shepherd and Larry Rose did the roofing. Dick McIntyre rehung all the closet doors, a work table and repaired the cupola's handrail.

If you think you like cabooses, come visit this car. Better yet, come work on it or donate \$5, \$10 or more to help us restore it. All donors will have their names put in a caboose silhouette drawing, similar to the one in our Santa Fe #1413. This is a great way to get involved in our caboose restoration program.

**Support Your Local
Railroad Museum**



MEMBERSHIP NEWS

by Tanya Rose

I want to thank the many people who have written mini-fan letters on their renewal forms or on notes with contributions to our various funds. All compliments are passed along to those for whom they are intended, and believe me, they are greatly appreciated. Most helpful also are the constructive suggestions sent in. A thoughtful, participating membership body keeps our creative juices flowing and the morale of the foot troops high. You mean more to us than your dues. I just wish I could thank you all face to face, instead of knowing many of you only as names on my file cards. You are a wonderful bunch and we appreciate you for your caring and support!

Joining the PSRMA family as of this writing are the following folks. I want to also thank everyone who has upgraded their membership status; its a great help to us!

SUSTAINING

John W. Baxter
Larry & Chestyne Qualey

CORPORATE/BUSINESS

San Bernardino Corporation

CONTRIBUTING

John and Dorothy Helm
Mr. and Mrs. John Palewicz

REGULAR

William D. Groya
Ewald J. Greenwood
Anthony Leal
Jane Kubel

Bruce E. Biggers
Carol Shane
Casey Van Vliet

Mary A. Hallow
Charles Alban
Murray L. Kaplan

Diane D. Kahler
Archie Leach
Jack C. Deyo

FAMILY

Patrick, Kathleen & Craig McInally
John, Sachie, Jack, Walter, and
Mayuko Gieffels
Larry & Nancy Lindbloom

Kirk & Elsie Campbell
Joe & Norma Albertson
Ron, Tillie, Beth & Chris
Morse, & Becki & David Conger

Hal & Bobbi Tibbetts
Dick & Leeanne Curts
James & Heidi Enos

IN MEMORIAM

Our very hard working groundskeeper, Jack O'Lexey, lost his dad recently and we wish to express our loving condolences to him and his family.

104-050 Fund

San Diego's only surviving native steam locomotive and the private car of the builder of the last transcontinental railroad link are, perhaps, the most historically important artifacts in the Museum collection. Getting the relics to PSRM Campo was our most expensive project that we have ever undertaken involving equipment, but one that we never hesitated to do. Unfortunately, we didn't have time to raise the money first, we just had to do it and damn the torpedoes!

Catching up on the debt for this completed project has been going on for much longer than we would like, but the support of the membership has been outstanding and has served as an endorsement of the project since the first donors list appeared in the December, 1982 REPORT.

It is heartening to note that Richard E. Drover was on that first donors list and is back again on this one....this time with a century note! Carol Lundquist, sister of our Executive Director, is back again. She marked up four times last REPORT, each time at \$25.00 a pop! Wallace Schonschack is back again on the list, as are many of the Buy-A-Tie donors listed on this month's tie chart.

Have you helped out on this project yet? If you can, send your contribution to: #104-#050 Fund, PSRMA, 4695 Railroad Ave., La Mesa, CA 92041. Thanks to all for keeping the volunteer spirit of PSRMA rolling in high gear!

Edward D. Breck
C. Gregory Barton
Wallace Schonschack

Rex & Evelyn Clift
Joseph J. Richert, Jr.
Carol A. Lundquist

Larry & Chestyne Qualey
Patricia Gregston
Richard E. Drover

Duane Leal
Woodward Gorse
Julie Hocking

"EVERYTHING TRAINS" GIFT SHOP NEWS

NOW WE HAVE PSRMA CLOISSONNE TACS They were late arriving, and several of you were disappointed when you came in to get yours, but now we have them. The PSRMA logo in a full color cloissonne tac is a very handsome way to tell the world that you're a member of this top-notch organization.

HAVE A FREE PSRMA T-SHIRT! Just bring in this article as your coupon (or a copy if you don't want to spoil your copy of REPORT), and we'll give you a FREE PSRMA T-shirt of your choice (golf style excluded) with a minimum purchase of \$15. Limit 1 per membership.

WE TOLD YOU LAST ISSUE that our antique hunting often turned up valuable display items for the Museum's collection. Recently we picked up an original brass badge plate off our very own SD&A loco #104. We've also turned over a variety of lanterns, water and kerosene cans, locks and other items for the Museum's collection. The Mechanical Department got some tools, gauges and manuals that will be useful in restoring and maintaining our railroad. But there are plenty more fine railroad antiques and collectibles left in the shop, and you support PSRMA when you build up your collection at EVERYTHING TRAINS! Gift Shop.

NOW WE HAVE A PHONE in the shop, an extension of the Depot number, 465-8444. Use it if you want to make sure we're open before coming out, or to reach someone when you know they're staffing. But Linda's home phone, 283-3066, is still the number to use for general information about the Gift Shop or to volunteer to help.

WE'RE OPEN AT THE LA MESA DEPOT, from 1 to 5 on Fridays and from 12 to 5 on Saturdays and Sundays.

DON'T FORGET YOUR DISCOUNT CARD! That's your PSRMA membership card, always good for a 10% discount at EVERYTHING TRAINS!

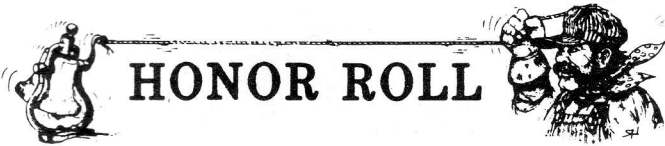
SPECIAL THANKS are due to a number who have helped with special projects. Harry Doering put in a lot of heavy grunt work installing the underground conduit for our telephone. Ted Kornweibel built the big, rugged car step. Joan Bush is our patient and hardworking bookkeeper. Barbara Ann Parker, Scott Thompson and Roy Pickering helped with an unusually long, tedious inventory. Thanks to each one of you!

THANKS TO OUR HARDWORKING VOLUNTEERS for March and April -

John Juliussen (7 times!)	Corinne Gallagher	Linda DiGiorgio (8)
Lorraine Hepburn	Sheila MacKay	Carmen Donovan (2)
Cecil Badman	Gene Wegener	Roy Pickering (3)
Rae Gay (3)	Bill Schneider (2)	Kathy Danielson (2)
Terry Danielson (2)	Tracy Jackson (2)	Brian Jackson (2)
Dave Slater (3)	George Geyer (2)	Bill Evans
Charlie Wade (4)	Harry Doering (2)	Ken Beckman (3)
Barbara Ann Parker (2)		

HAVE YOU SEEN THE PSRMA T-SHIRT? The basic T is a fine-quality shirt with a pocket, and the PSRMA logo on the pocket. The back of the shirt features Larry Rose's outstanding drawing of the Campo shop building with the Shay #3, SD&A #104, and Coos Bay #11 facing out the three track doors. We also have some left with the Robert Peary on the back. There are a few placket tees (golf shirts) with the PSRMA logo on the pocket and a plain back, for dressier occasions. We also have some non-PSRMA railroad design T-shirts. Come in and pick one out for yourself or as a gift.

REMEMBER, EVERYTHING TRAINS! is PSRMA's museum store. It's manned entirely by volunteers, and all profits go to support PSRMA. Besides bringing in cash profits, our antique-locating skills are often used to pick up items for the Museum's collection. So support your favorite Railroad Museum by doing your gift shopping and building up your collections at EVERYTHING TRAINS! Gift Shop.



HONOR ROLL

One of the magic things about PSRMA is how members spontaneously send in cash donations for the museum general fund or perhaps send a note along saying keep up the good work and use this for "whatever". Members are also rounding up goods, services and collectables for the museum and this column is to recognize their efforts for PSRMA. Cash for "whatever" often helps us make a land payment on time or buy another roll of stamps for the membership director or pay a utility bill at PSRM Campo. The goods and services are funneled off to the appropriate departments to keep projects moving or to start new ones. The collectables go to the library or bookstore or go back on or in a rail car or locomotive.

Here are this month's donors starting with the "whatever" contributors:

Joseph Whybark
Terry E. Durkin

Jim Repka
A. L. ("Lee") Hellman

Arnie & Evelyn Lucker

Mary C. Sanders

LYLE MC CULLOCH of Powers, Oregon, a retired engineer of the Coos Bay Lumber Company, has sent us photos of our 2-8-2T #11 in action hauling logs in Oregon, as well as a photo of himself, so important for the complete history of our engine. Lyle began his railroad career in 1925.

LLOYD GRAHAM of Coquille, Oregon, also a retired Coos Bay railroader who "hogged" engines with Lyle, sent us builder's photos of our #11 and its sisters #9, #10 and #12. These guys are the living history of a locomotive and logging railroad tradition now almost gone. We are fortunate to have them in the PSRM family.

ROBERT E. STROBERGER of San Marcos is a thirty three year veteran of the Milwaukee Road. He gave us photos of the famous caboose of the Brotherhood of Railroad Trainmen in which the organization was founded in 1883. Also donated was a sack of date nails and a stack of railroad paper collectable.

HAWTHORNE EQUIPMENT CO. donated use of a large caterpillar tractor for our ballast digging project at PSRM Campo.

PAUL GOLDSTEIN TRUCKING helped out with moving the above tractor out to Campo. The cash value of these kinds of donations is at least several hundred dollars a day!

NOEL COATH of La Mesa donated a 35 ton jack! Its an excellent tool for our mechanical department!

DICK MC INTYRE, our expert welder, is always keeping his eyes open at garage sales, junk yards, etc. for stuff useful to the Museum. To list the building materials, tools and other goodies that he brings to the Museum every week would fill the rest of this page! Thanks Dick, for a superior effort in the cause of rail history preservation.

THANKS ALL, FOR MAKING THE MAGIC HAPPEN!

EXCURSION SCHEDULE

- | | |
|--|---|
| June 16.....PSRM Campo bar-b-que | Oct. 6-14.....Guadalajara Shopping Tour |
| Jul. 21-22.....Hearst Castle Tour | Oct. 27-28....Puerto Peñasco Weekend |
| Aug. 11.....Harbor Cruise | Nov. 3.....One-Day trip to Puerto Peñasco |
| Aug. 25-26.....Sierra Railroad Tour | Nov. 10-17....Copper Canyon Tour |
| Sept. 15.....Dinner at San Juan Capistrano Depot | |

How about a pat on the back for Ann McVeagh's excursion troops who do all the work organizing and conducting the fun rail tours for the benefit of PSRMA. Corrine Gallagher, Rita Cloud, Shirley Simpson and Barbarann Parker have been, along with Ann, handling the paperwork and serving as tour directors for years. Jane Drake is the excursion group's treasurer and record keeper, in addition to helping out with whatever else needs to be done to insure an enjoyable trip for all. Thanks people, for a great effort for the Museum!

Excursion Information Hot Line 588-8444

LA MESA DEPOT

by Trig Stanley

Our "one day a month" volunteer list is growing and, as you can see by this month's list, quite a few put in more than one day showing folks our beautiful little depot. A silver star to Jack Ebey who staffed on Easter Sunday and three other times in March and April. Margaret Barksdale tops the group with five sessions in La Mesa's oldest landmark for this reporting period.

Margaret and Trig Stanley served as tour guides for the La Mesa Recreation Department, the Cub Scouts, a Brownie troop and a kindergarten class from Lemon Grove. Sitting in the cab of Mojave Northern 0-6-0T #3 is a big thrill for the younger set and is the highlight of the depot group tours.

Thanks to all who staffed the depot exhibit this time and pointed visitors to our "Robert Peary" and gift shop car parked in the next block!

Frank Kearney (2)	Jack Ebey (4)	Kay Montgomery	Dee Duncan
Don Pope (2)	Pearl Smith (2)	Scott Johnston (2)	Robyn Shelton (2)
Al Ellis (3)	Bill Niedrich	Joe Laurent	Arlen Hurt
Mike Retz	Dan Botkin (2)	John Juliussen	Dave Slater
Trig Stanley (4)	Bob Hull (2)	Doris Dean	Russ Stockwell (3)
Kay Stout	Dorothy Cotton	Margaret Collins (2)	Julius Acevez
James Sedmitt (2)	Hallie Holmes (2)	Kay Kester	Tom Early
Margaret Barksdale (5+)	Max Miller	Evelyn Early	

Remember, you, too, can participate in this activity with just a phone call to me at 444-1648 or Margaret Barksdale at 464-0061. It's a terrific way to meet new folks!

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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