



# REPORT

Official publication of the  
Pacific Southwest Railway Museum Assoc., Inc.

**MAY 1975**

**NUMBER 112**



## EDITOR

Dick Pennick, 9584 Upland St.,  
Spring Valley, CA (463-2276)

## CIRCULATION

Ron Zeiss

REPORT is published monthly by Pacific Southwest Railway Museum Association, Inc., P.O. Box 12096, San Diego, CA 92112. The association is a chartered California non-profit organization of persons, young and old, who share an interest in railroad operations, travel, and history. An IRS exemption certificate allows tax-deductible contributions to the association.

**DUES:** voting member (18 or over), \$10. Contributing member (non-voting, any age), \$3. Membership includes subscription to REPORT. Contributions of articles and other items of interest from the membership are encouraged.

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## QUARTERLY MEMBERSHIP MEETING REAL HUM-DINGER

Even though 180 of our members decided for some reason not to come, judging from the comments made and the enthusiastic applause, the April 25th general meeting will go down in the books as one of the best ever, thanks to the fine program by Santa Fe agent Bill Archambault. His lively reminiscences of a railroad career spanning almost 30 years kept the audience spellbound from beginning to end. Bill showed himself to be an eloquent spokesman for the Santa Fe and set a fine example for anyone contemplating a rail career. Thanks, Bill, for a terrific program. It's going to be a hard act to follow.

President Pennick accepted two fine donations on behalf of the Museum. Member Dan Marnell donated a slice of 1856 "U" rail and tie, relics of the earliest attempts to construct the Panama Canal. A scuba diver discovered the abandoned track 50 feet below the surface of Gatun Lake, about midway between the Atlantic and Pacific ends of the Canal.

Member Gara Lyon donated a collection of Amtrak and pre-Amtrak railroad timetables, a welcome addition to our library files. Ms. Lyon and Mr. & Mrs. Vern Cook donated the delicious refreshments for the evening.

Thanks also to Jack Stodelle, who gave a fine introduction for Mr. Archambault and set the stage for the excellent program that followed.

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GET IN THE PSRMA HABIT!



For those who missed it, you missed a "biggie". Maybe we'll see you in July?

BOARD BRIEFS

MARCH: Approved purchase of old La Mesa railway station for \$1.06. - Renewed membership in Congress of History. - Discussed pmt. of bills for subsidiary Railcar, Inc. - Publications Director vacancy announced. - Voted to cancel existing insurance policies on Victoria (by former owners). - Steve Rosefeld appointed Storekeeper. - Approved recommendation to allow members to choose their membership anniversary date. - Accepted donation of railmagazines from Cass Witkowski. -

APRIL: Copper Canyon trip a sell-out. Made some money. One man broke leg. - Heard presentation by land promoter Barry Lyons re Victoria, Liberation Mikado, land, etc. - Discussed proposal submitted by owner of Campo land for museum site. Referred to Land committee for further study. - Attorney Bob Pervin granted one year honorary membership for work on Victoria project and Railcar, Inc. legal matters. - Larry Rose invited to present his ideas on new Museum graphics at May meeting. - Museum calendar to be discussed at May meeting.

MAY HONOR ROLL

The Museum thanks the following members for their contributions this month to various projects:

- Cass Witkowski (donated large collection of rail and model mag's).
- Reuben T. Nelson (donated \$10.)
- Ms. Gara H. Lyon (donated collection of old railroad timetables).
- Daniel Marnell (donated rail & tie from 1856 Panama Canal project)

RAIL TRIP ADDS NEW MEMBERS

Excursion Director Eric Sanders reports at least seven new members have resulted from the recent rail trip to Copper Canyon. To these newcomers, we say "Howdy! Welcome aboard."

ALL ABOARD FOR BUSCH GARDENS JUNE 1st

Special Activities Director George Geyer reports there are still some seats left for our second annual tour to Anheuser-Busch's famous gardens and brewery in L.A. Kids from 9 to 90 will really enjoy this unique attraction. And the dinner stop at renowned Knott's Berry Farm on the way back was a highlite of last year's tour. All-inclusive tickets are only \$15.75 and may be obtained from George Geyer, 2928 Fir St., San Diego 92102 (234-0555). Any proceeds will go toward development of the Museum. Hurry! Space is limited, so it's first come, first served. Remember, the date is SUNDAY, JUNE 1st, 8 a.m. to approx. 10 p.m.

PUBLICATIONS DIRECTOR SOUGHT

The Museum staff presently has a vacancy in the Publications Dept. for a Director. This person is responsible for overseeing and coordinating all Museum publications activity, which includes REPORT, brochures, flyers, books, pamphlets, etc., etc., and initiates new publications programs. The Director is not editor of REPORT, although the two have been one and the same many times in the past. Call George Geyer, G.M. (234-0555) or Dick Pennick, Pres. (463-2276) if you're interested. You must be willing to take some responsibility and be action oriented. Attendance at staff meetings 3 or 4 times a year would be required.

SECRETARY SEEKS HELP

Frieda Butler, our hard-working Association Secretary, recently decided to begin work for her Master's Degree. She says it's a crash program and requires a great deal of time for classes and homework. Until the ordeal's over, Frieda says she has two options: resign as Secretary, or ask for help. Any of our members willing to fill in for her on a part-time basis? If so, contact president Dick Pennick (463-2276) evenings. You would be required to attend a few director's meetings, take the minutes and transcribe them for the record.

### PSRMA AUXILIARY?

Girls, are you sick of being a rail-widow while your husband spends evenings and weekends at work parties, teamups, or meetings? Although it does keep him off the streets at night, a PSRMA Women's Auxiliary (the Loco Belles?) may be just the answer! Show him men don't have a corner on the market, and provide a valuable service to the Museum in the process. An interest in or a knowledge of rail-roading would not be a requisite for membership in the auxiliary, simply a desire to participate in a worthwhile endeavor. Your function? The sky's the limit! As PSRMA develops its public museum, an auxiliary will become increasingly more important. The Maritime Museum Ass'n. (Star of India) has one. So does the San Diego Historical Soc. and many other well-known groups here in town. Besides, it just might be fun, working with wives of other rail buffs. You would all share a common problem: your husbands' disease, for which there is no known cure. Call Dick Pennick (463-2276) and bend his ear a little!

### MUSEUM DISPLAYED AT CONGRESS OF HIST.

Thanks to the efforts of member Ron Milot, PSRMA had a graphic display of photos, articles, and other items pertaining to the Museum at the annual Congress of History in March. The display is portable and was set up in car 1509 during the April 19th work party, where it attracted a great deal of attention. Ron, the Museum is appreciative of your efforts.

### TOUR HOSTS, BOOTH STAFFERS NEEDED AT MIRAMAR, DEL MAR

Miramamar tour coordinator Linda DiGiorgio reports hosts are still needed for the increasing tour schedule at our Miramar display site. Helping Linda in March and April were members Raoul Morales, Al Vartanian, and Ron Milot. Most tours are on week days, but some are on weekends. Please call Linda at 280-1781 for information on how you can help.

Also, it's going to be fair time

again soon, and staffers will be needed for our unique booth in the Trade Mart area. The Fair runs 14 days, 10 a.m.-10 p.m. Normally, we break up the day into 2 or more shifts depending on the number of staffers. The more staffers, the shorter the shift. Last year, some staffers took shifts on several different days, some even took all day shifts, a 12-hour stint. We don't necessarily recommend this, but sometimes you are so busy meeting people and talking about PSRMA you don't notice the time go by. In 1974, we had taped railroad sound effects, a continuous slide show, and some great staffers. More than 1000 new names were added to our mailing list, some of them as members. You tell me if the effort was worthwhile! Call George Geyer (234-0555) to offer your services. Fair starts June 23rd, just around the corner, and we have to have the staffing schedule complete by then. Free passes will be provided by the Museum to all staffers. Can we count on your help?

### FRIENDS, ROMANS, COUNTRYMEN: LEND ME YOUR PHOTOS!

Your editor needs good black & white photos of Museum equipment and activities for publication in REPORT. I need shots showing members at work on equipment, staffing booths, running excursions, etc. as well as shots of our equipment in action during steam-ups. Also needed are pix of our rolling stock in operation on their original properties. We have some of these, but could use many more for future promotional material. Full credit will always be given whenever photos are used. PSRMA will gladly pay for any reproduction or printing charges, but a good idea would be to check with your editor first before running up a big printing bill. Of course, donated prints are always acceptable!

### STILL FEW TICKETS LEFT FOR "GOLD SPIKE" STEAMUP

The fourth annual Spring steam-up at the Johnston estate in the Cuyamaca Mountains is rapidly approaching the limit of 60 people. However,

if you hurry, you may still be able to reserve yourself a place for this unique, fun-filled activity, which is set for Saturday, May 10th. The DLP & J railroad is an abbreviated recreation of a turn-of-the-century narrow-gauge railroad. Powering our special train will be Porter 1891 0-4-0 No. 3, the "Marie E." This year, Ollie's charming wife Marie will entertain the girls indoors while their men are frothing at the mouth outside to the chug-chug-chug of the 3-spot as it battles up the steep grades of this slim-gauge pike in the tradition of Cumbres and Marshall Pass of Colorado railroad fame. Send a stamped, self-addressed envelope and \$1.00 per person to: Gold Spike Steamup, c/o Dick Pennick, 9584 Upland Street, Spring Valley, CA 92077. Make checks payable to PSRMA, Inc. Remember, only paid-up 1975 members, regular or contributing, and their immediate family (under same roof) or boy/girl friend are eligible. Any proceeds will go toward Museum development. Directions and instructions will be sent with your tickets.

completely repainted in the SNCF locomotive colors of dark olive green with red and green trim. However, the hand-writing is on the wall....The locomotive was donated exactly four years ago! The SNCF originally wanted it shipped to the U.S. by the summer of 1972. We missed that date by a mile! PSRMA is now working on (probably) the last extension of time, granted last summer. Many avenues have been explored with civilian and military governmental agencies, commercial firms, wealthy individuals, foundations, and the general public, seeking financial help to underwrite the astronomical costs of shipping a 153 ton locomotive from France to California. To date, not a single major grant HAS COME our way. A final effort is being made to locate a national business firm to sponsor shipment of the locomotive as their participation in the American Revolution Bicentennial Celebration.

Also, donations are needed for other related costs, including fitting the locomotive with AAR couplers and rail movement from the port of arrival to the exhibit site on the Embarcadero in San Diego. As of this writing, \$1,046.50 has been donated to the project and \$2,500 pledged as long term loans. The following contributions have been received since the last report:

- Larry Rose.....\$5.00
- Anita Rhein.....\$2.00
- James Slingsby.....\$7.00
- Robert Warren.....\$2.50
- Mr. & Mrs. Rus Hadley...\$20.00
- Jerome Nichols.....\$10.00

**MEMBERS INVITED TO SEE STEAM THRESHER**

Museum member Reuben T. ("Rube") Nelson and his wife have extended an invitation to all PSRMA members and friends to view his 1895 15 h.p. steam thresher and separator in action threshing oats behind their market at 601 North Broadway, Escondido. The 8 acres of "good oats" will be cropped on Saturday, June 7th and Saturday, June 14th. Should be an interesting spectacle for the steam buffs in the group. Your editor plans to be there. Anyone else? The Museum thanks Mr. & Mrs. Nelson for the cordial invitation.

A hearty thanks to these contributors for their help and interest in our project. Potential contributors should keep in mind that this engine could possibly be used for mainline steam trips a la U.P. 8444 in and around Southern California. It's an intriguing idea! In fact, 141R1199 even has elephant ears, just like the grand 8444!

**THE LIBERATION MIKADO PROJECT --  
A "PROGRESS" REPORT**  
by H. Chalmers Kerr, Jr.

As reported in the June, 1974 edition of REPORT, the American-built Liberation Mikado is still a viable project. The National Railways of France are still holding the completely restored steam locomotive, No. 141R1-199, under cover at the Le Mans, France engine terminal. During the month of April, 1974, our locomotive was





# From the cab

by Dick Pennick,  
Superintendent

## VOLUNTEERS TACKLE TWO PROJECTS MARCH 22nd

The weather wasn't too cooperative, but despite the drizzle, Ron Milot and party managed to accomplish something on car 1509, March 22nd. The same day, Dick Pennick and Chris McVeagh put in a full day at Miramar installing steps and a staff door on car 576 to make access to the car more convenient for Museum hosts during public tours. Formerly, it was an almost impossible task to overcome our security measures in order to gain access to the car, especially by our distaff members.

### NEXT WORK PARTY MAY 24th

If we are going to have our Bicentennial display ready to go by Jan. 1, 1976, additional effort by more members is going to be required. The steam-powered Freedom Train is due in town Jan. 11th and we certainly want to be all set up by then.

The May get-together is planned for Saturday, May 24th and we need all the help we can get. Call me (463-2276) in advance so we will know how much equipment to provide. We will also need people to take the many visitors on tours through the car while we have it open. You would be amazed how much interest we and the old car attract during our work parties. Over \$9.00 in donations have been collected during the last three work parties.

### APRIL 19th SEES PROGRESS ON 1509

By the end of the day on Saturday, April 19th, all of the exterior windows on car 1509 had been removed, all light fixtures taken down for paint removal, and a big start made on shining up the chrome and nickel plating on the bar in the lounge area. Volunteering their labors for the day were: Vern Cook, Belden Rau, Steve

Rosefeld, Ron Milot, and Dick Pennick. Boy, you should have seen that Steve Rosefeld wail on that bar! You won't be able to look at it in the bright sun.

### MUSEUM MEMBER JOINS MWD BOARD

Esteemed member John M. Cranston, a San Diego attorney, has been sworn in as the San Diego County Water Authority's newest representative on the board of directors of the Metropolitan Water District of Southern California.

Cranston, a partner in the firm of Gray, Cary, Ames & Fry, has provided legal counsel to numerous water agencies in the county over the years and has been extremely active in professional organizations.

Cranston, who graduated from the Stanford University School of Law in 1932, is counsel to the Santa Fe Irrigation District and the San Diguito Irrigation District. He led in the formation of the El Cajon Valley Irrigation District, which later merged with other districts to form Helix Irrigation District, now Helix Water District.

He has been a delegate from the San Diego County Bar Association to the House of Delegates of the American Bar Association since 1968. He was a member of the Board of Governors of the State Bar of California from 1964 to 1967.

John and his wife, Pearl, reside in Solana Beach.



## At the throttle

by  
Richard E. Pennick  
President

An extra page is attached to the back of this issue of REPORT. The Association has made no effort to conceal the fact that this extra sheet is a frank, matter-of-fact, unabashed way of saying that we need your fin-

ancial help now, at a time when we te-  
 ter on the brink of a major change in  
 the history and fortunes of PSRMA.  
 The first plateau was reached in 1966  
 when the granting of our coveted Fed-  
 eral tax-exemption enabled donations  
 of antique railway equipment and his-  
 torical material in considerable quan-  
 tity. Plateau No. 2 is about to be re-  
 ached: land for our permanent museum  
 complex will be obtained soon, likely  
 within the next few months. But signing  
 on the dotted line is only the beginning!  
 The following rough breakdown of  
 some of the primary initial expendi-  
 tures during the first five years on  
 our own site should prove the point:

|                                                                                  |                |
|----------------------------------------------------------------------------------|----------------|
| Filing fees, permits,<br>legal fees, etc.:                                       | \$600          |
| Installation of switch<br>on SD & AE Ry. and<br>attached Museum access<br>track: | \$5000         |
| Museum development:                                                              | \$50000        |
| Moving existing loco-<br>motives and cars to<br>Museum:                          | \$10000        |
| Restoration & maintenance:                                                       | \$2000         |
| Rental, property taxes,<br>operating expenses, util-<br>ities, other overhead:   | \$15000        |
| <hr/>                                                                            |                |
| TOTAL (first 5 years):                                                           | \$82600        |
| say:                                                                             | <u>\$80000</u> |

That works out to about \$16,000  
 average cost per year for sufficient  
 development to, hopefully, get us to  
 the point where we can initiate an ex-  
 tensive advertising campaign and begin  
 to "sell" the museum to the public. We  
 can't expect people to drive all the  
 way to Campo just to see a 30 acre  
 locomotive junkyard. Certain minimum  
 development must be accomplished first,  
 and this won't happen overnight. With  
 an enthusiastic and dedicated response,  
 both physical and fiscal, from our  
 growing membership, we may be able to  
 open our doors to the first paying cus-  
 tomer in five years. If we cannot count  
 on help from within, or from Federal or  
 local grants-in-aid, then it could be  
 much longer or much more expensive.

May I therefore humbly propose  
 the following for your consideration:

..Since most of us contribute to var-  
 ious charities throughout the year  
 (church, cancer, M.S., heart fund,  
 P.T.A., etc.), and since the amount  
 contributed each year is roughly  
 the same percentage of our gross  
 income, consider allocating some  
fixed amount each year to PSRMA,  
 say \$25, or \$50, or \$100. Don't  
 forget that any amount is fully  
 and lawfully tax-deductible. For  
 larger donors, we will be happy to  
 provide a copy of our Federal ex-  
 emption certificate.

This annual allocation could  
 be made in a lump sum or in install-  
 ments, payable at some mutually-  
 agreeable interval throughout the  
 year, at the discretion of the donor.

..Here's another possibility: since  
 you must pay income tax on the in-  
 terest you earn from savings account  
 deposits, consider donating this  
 earned interest to the Museum, there-  
 by enabling you to credit it as a  
 tax-free charitable contribution.  
 \$1000 on deposit in a savings acc-  
 ount paying 6% interest would earn  
 at least \$60 extra a year for PSRMA.

..Subject to approval by the Museum's  
 directors, one or more years of vo-  
 ting membership might be granted  
 for contributions of certain amounts.  
 Other considerations might also be  
 allowed, for example: one or more  
 free tickets on our annual Puerto  
 Penasco excursion, or free use of  
 car Victoria for a private party  
 or excursion, etc.

The possibilities are legion. The  
 basic idea is that all non-profit org-  
 anizations, including PSRMA, depend  
 on cash contributions from members  
 and other interested individuals and  
 firms to augment other income sources  
 (dues, fund-raising events, agency  
 grants, etc.). The Museum's desire,  
 in this age of declining economy and  
 eroding inflation, is to encourage  
 its members to make contributing a  
habit, and tailor a donation program  
 to the individual donor and his own  
 financial situation. Fill in the att-  
 ached "Project Bootstrap" page and  
 send it with your tax-deductible con-  
 tribution to: PSRMA "Project Boot-

strap", P.O. Box 12096, San Diego, CA 92112.

You can make "America's finest railway museum" a reality. We are all tired of waiting. Let's put PSRMA on the map once and for all!

\* \*



## Around the turntable

SD & AE: Crews were busy in March inside Campo depot, putting up drywall, etc. ---- S.P. Bulletin, the parent co's house organ, had an article in a recent issue about the \$6 million load SD & AE handled out of the Rohr plant in Chula Vista not long ago. - --- So-called "Short Turn" began working again, between San Diego and Tijuana, about Nov. 18th. It serves Salt Works, Chula Vista, National City, celery sheds, butane gas works in Tijuana, etc. Technically called "Roustabout 2", it works as a regular train during the winter, but only as an "extra" as needed during the summer. ---- Early on the morning of December 5th, westbound train 451 from El Centro to San Diego ran out of time under the "Hog Law" (the 16-hour law in the steam days. Since cut to 12 hrs.) so had to set out at San Ysidro and call for a relief crew from San Diego. 451's crew had worked their maximum 12-hour shift and were required by the rules to rest at least 8 hours before being allowed to take another run. The new crew was driven down to the stranded train and the freight was finally dragged into San Diego yard. ---- Mainline is down to six trains a week now, and rumor has it that if economy doesn't pick up soon, runs may be cut to 3 a week. RIP-TRACK: Record album out called "Homegrown II" features a song about Lemon Grove, with the following line: "We got a Broadway and a Main. Got old folks and children, a once-a-day train". ---- Fieldcrest Mills, Inc., the towel people, have a design out now called "Hempfield Railroad". Towels feature the

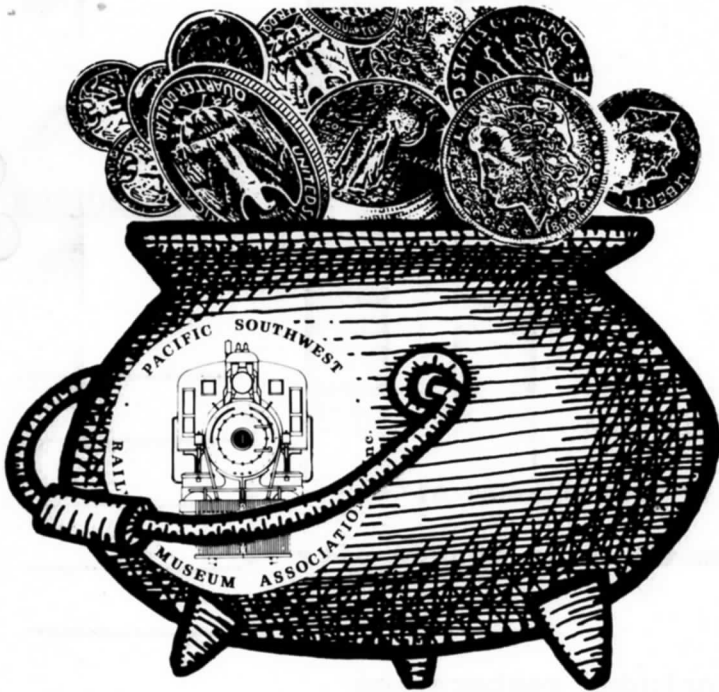
attractive railroad pattern in gold, blue, and red, and a bedspread is available in blue only. Check local stores or write the company at 60 West 40th St., New York, N.Y. 10018. ---- Frazee's has a wallpaper pattern featuring old British steam locomotives, called "All Aboard". Ask for pattern No. 2271B. \$9.75 a roll. ---- Lots of proposals to turn abandoned railroad grades into bicycle trails. In 1972, State of Massachusetts proposed one to run over the defunct Hoosac Tunnel & Wilmington. Rep. Russell Hellman of Michigan is supporting a plan to acquire a 56-mile stretch of the old Copper Range Railroad grade in upstate Michigan for a snowmobile and bicycle trail, before the railroad tears down the trestles and bridges. Route is between Dollar Bay and McKeever, abandoned since 1972. In Burlington, Vt., a bicycle path has been established on an abandoned railbed, and there is a proposal to convert the long-abandoned grade of the Yosemite Valley Ry. between Merced and El Portal, Calif. into a 50-mile scenic bike path. As an avid bicyclist, this editor can't help but await the outcome of this proposal with hopeful anticipation!

### SCHEDULES

| EASTBOUND |        | WESTBOUND |        |
|-----------|--------|-----------|--------|
| NO.       | DEPART | NO.       | ARRIVE |
| 32        | 10:08  | 75        | 11:54  |
| 74        | 6:30   | 31        | 4:42   |
| 4         | 4:48   | 71        | 10:38  |
| 10        | 5:55   | 3         | 11:08  |
| 30        | 12:45  | 13        | 5:02   |

COACHES ONLY

- May 6: Monthly directors' meeting, SDT & S bank, 7:30 p.m. (291-4787). Members welcome.
- May 10: "Gold Spike Memorial" steam-up, Johnston estate, 10-3 p.m. (463-2276).
- May 24: Bicentennial work party, car 1509, 9-4 p.m. (463-2276).
- May 24-26: International Live Steam meet, Griffith Park, L.A.
- June 1: BUSCH GARDENS & Knott's tour (234-0555).
- June 23-July 6: Southern Calif. Expo and Del Mar Fair. Staffers call 234-0555.



# LET'S REFILL THE POT!

## PROJECT BOOTSTRAP

Pacific Southwest Railway Museum  
Association, Inc.  
P.O. Box 12096, San Diego, CA 92112

Gentlemen:

I'm tired of waiting. Let's put PSRMA on the map, once and for all. I have selected one of the contribution plans listed below as the most suitable for my situation, and I am aware that all such contributions are fully tax-deductible.

- A. Here's \$ \_\_\_\_\_. Use it for whatever project you feel appropriate.
- B. Enclosed is my check for the project listed below. I understand I can split up the donation among several different projects if I choose.
- C. I wish to contribute \$ \_\_\_\_\_ per year for \_\_\_\_\_ years, beginning \_\_\_\_\_, in equal installments of \$ \_\_\_\_\_. Please bill me.
- D. I wish to contribute \$ \_\_\_\_\_ per year for \_\_\_\_\_ years beginning \_\_\_\_\_, in a lump sum payable on \_\_\_\_\_ of each year. Please bill me.
- E. I would like to save the Museum the expense of billing me. I would be interested in automatic withdrawals from my checking account.
- F. I wish to contribute 1% of my annual gross income in quarterly installments (March, June, September, December). Please bill me.
- G. I wish to contribute the interest I earn on my savings account.
- H. I have decided to give up one pack of cigarettes a day for a year and contribute the savings to the Museum (approx. \$150).
- I. I wish to make a memorial contribution of \$ \_\_\_\_\_ in memory of \_\_\_\_\_.
- J. I would like to discuss the possibility of including the Museum as a benefactor in my will.
- K. I would like to discuss the establishment of a Life Estate, with the Museum as the sole benefactor or as one of the benefactors.
- L. Please send me a copy of your Federal exemption certificate.

PLEASE SEE OTHER SIDE  
FOR LIST OF PROJECTS



PROJECT

MY CONTRIBUTION

Land and museum development:

Rental of property \$ \_\_\_\_\_

Installation of track switch on railroad \$ \_\_\_\_\_

Installation of chain link fence around Museum site \$ \_\_\_\_\_

Movement of railway cars and locomotives to Museum site \$ \_\_\_\_\_

Drilling a well for water service \$ \_\_\_\_\_

Bicentennial exhibit (through 1976). Includes restoration of car 1509 and Coos Bay Timber Co. steam locomotive 11 \$ \_\_\_\_\_

French National Railways Baldwin-built "Liberation " Mikado. (Locomotive is fully restored. Only shipping costs remain) \$ \_\_\_\_\_

Army kitchen car No. G-10 (restoration) \$ \_\_\_\_\_

Army 45-ton diesel switcher (shipping and restoration) \$ \_\_\_\_\_

Observation car "Victoria" (new batteries, couplers, rental of storage space, etc.) \$ \_\_\_\_\_

Union Pacific chair car No. 576 (repainting, window replacement, etc.) \$ \_\_\_\_\_

Tank cars (repainting) \$ \_\_\_\_\_

Refrigerator car (painting, structural repairs, etc.) \$ \_\_\_\_\_

Other: \_\_\_\_\_ \$ \_\_\_\_\_

I understand that all contributions will be acknowledged by mail and in the newsletter REPORT, unless instructed otherwise, and should be sent to: PROJECT BOOTSTRAP, c/o Eric Sanders, controller, 7861 Normal Ave., La Mesa, Calif. 92041.

I am aware that PSRMA will grow and prosper only as fast as we, the members, allow it to. May the next ten years be our most prosperous ever!

signed \_\_\_\_\_

date \_\_\_\_\_

address \_\_\_\_\_

city \_\_\_\_\_ State \_\_\_\_\_