



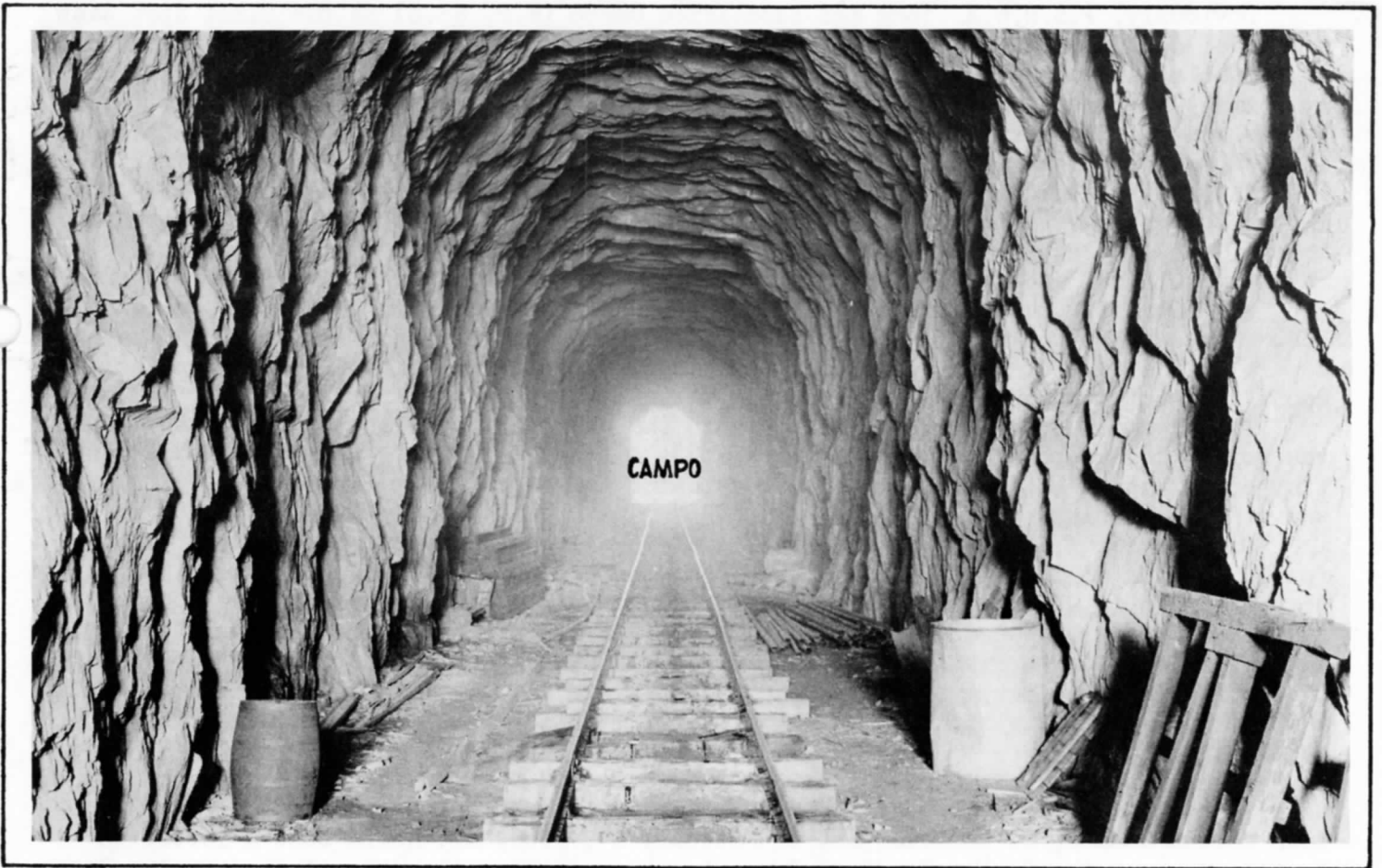
Nov. 1980

REPORT

No. 169

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

LAND AT LAST !!!



This Is No Drill !

After twenty years of dashed hopes and regular disappointment, P.S.R.M.A. has finally cracked it's toughest nut and purchased a choice piece of land for our long-awaited permanent home. The illusive light at the end of the tunnel has at last been reached and is illustrated here by a 1916 S.D. & A. photo from the P.S.R.M.A. "Dumpster" collection. It shows tunnel number 4, the nation's only international tunnel, looking from the Mexican side toward Campo only five rail miles away. The Border is twenty eight feet in from the south end of the 598 foot long bore.

CAMPO

PURCHASE ENDS 20 YEAR SEARCH

What do you look for when searching for the ideal location for an active, operating railroad museum? Rail access is an absolute must and this requirement narrows the prospects considerably, especially in rail-starved Southern California. The next requirement is a rural setting where the frequent sound of a steam whistle won't upset the neighbors and the price of real estate is within reach of our meager budget. The ideal site would also be mostly flat to minimize grading and track laying expenses and large enough to operate a living display of old-time railroading.

Having thus defined an extremely limited search area, you can quickly eliminate everything in the heavy industrial areas along the Santa Fe's local branches and the S.D.& A.E. El Cajon and South Bay branches. This leaves only the S.D.& A.E. from tunnel #4 (M.P. 59.9) to El Centro (M.P. 148.1). Next, you eliminate the prime farmlands of Imperial Valley, the harsh desert west of Plaster City and the formidable Carriso Gorge, and that leaves you only the high country from Campo to Jacumba, about 26 miles of mountains and valleys.

Obviously, P.S.R.M.A. long ago identified Campo (M.P. 65.8) as the first spot east of tunnel #4 that fits all of the prerequisites for a railway museum. Every parcel of of suitable land along this 26 miles of railroad has been explored in detail over and over since the creation of P.S.R.M.A. Over the years our contacts with adjacent land owners and the Southern Pacific Company drew mostly icy indifference or outright hostility to the idea of a railroad museum along the right-of-way.

In frustration, P.S.R.M.A. looked at dozens of sites closer to San Diego but large enough for only a static display. Prices of over \$100,000.00 an acre quickly squashed those ideas. Never giving up hope, the association continued to collect and restore railway equipment and waited for an opportunity to present itself.

The big break was provided by an act of God on September 11, 1976. Hurricane Kathleen smashed into Carriso Gorge and flash floods blew away bridges and track in the high desert to the tune of over a million bucks in damage to the railroad. Southern Pacific soon filed for abandonment and a golden opportunity was at hand for P.S.R.M.A.

Things started looking even better when the Metropolitan Transit Development Board was formed and proposed to buy the S.D.& A.E. On May 23, 1979, M.T.D.B. passed a resolution supporting a railway museum on a portion of the right-of-way in Campo. Now P.S.R.M.A. was off and running.

On November 1, 1979, Southern Pacific officially sold the S.D.& A.E. to M.T.D.B. for 18 million dollars, one million less than the cost to build the line from 1906 to its completion in 1919. Kyle Railways Incorporated was selected to operate the S.D.& A.E. and negotiations were immediately initiated by P.S.R.M.A. to acquire a piece of the wide right-of-way at Campo Station. On October 15, 1980, the S.D.& A.E. agreed to sell a portion of their Campo property and asked P.S.R.M.A. to draft a purchase agreement covering a mile and a quarter strip of land shown on the map included in this issue of REPORT. Happy Days!!

Meanwhile, P.S.R.M.A. President Jim Lundquist had been exploring the possibility of acquiring the adjacent Campo gym site. Jim met with Bob Hoffa, president of the Campo-Lake Morena Chamber of Commerce and on February 14, 1980, Mr. Hoffa sent a letter to Lucille Moore of the County Board of Supervisors suggesting the sale of the surplus Campo gym property to P.S.R.M.A. Bob's letter caused a county staff inquiry to be initiated to see if a sale would be possible.

On March 25, 1980, Jim sent a letter to all county supervisors outlining P.S.R.M.A.'s proposal following up with phone calls to each of them a few days later. On May 6th, Jim delivered a speech before a regular meeting of the Board of Supervisors resulting in a motion to direct the staff to work with P.S.R.M.A. and make a recommendation.

A meeting was held with the county staff May 13th with Jim and museum officers Larry Rose, "Chop" Kerr and Brenda Bailey presenting the proposal and answering questions. Local support was also drummed up when Jim and Larry met with the Campo-Lake Morena Planning Committee and received a unanimous endorsement on May 22nd.



The Campo Creek meadow is shown behind the gym and across the S.D. & A.E. tracks in this view looking west snapped by the REPORT editor last month. The engine house doors will be installed in this end of the building.

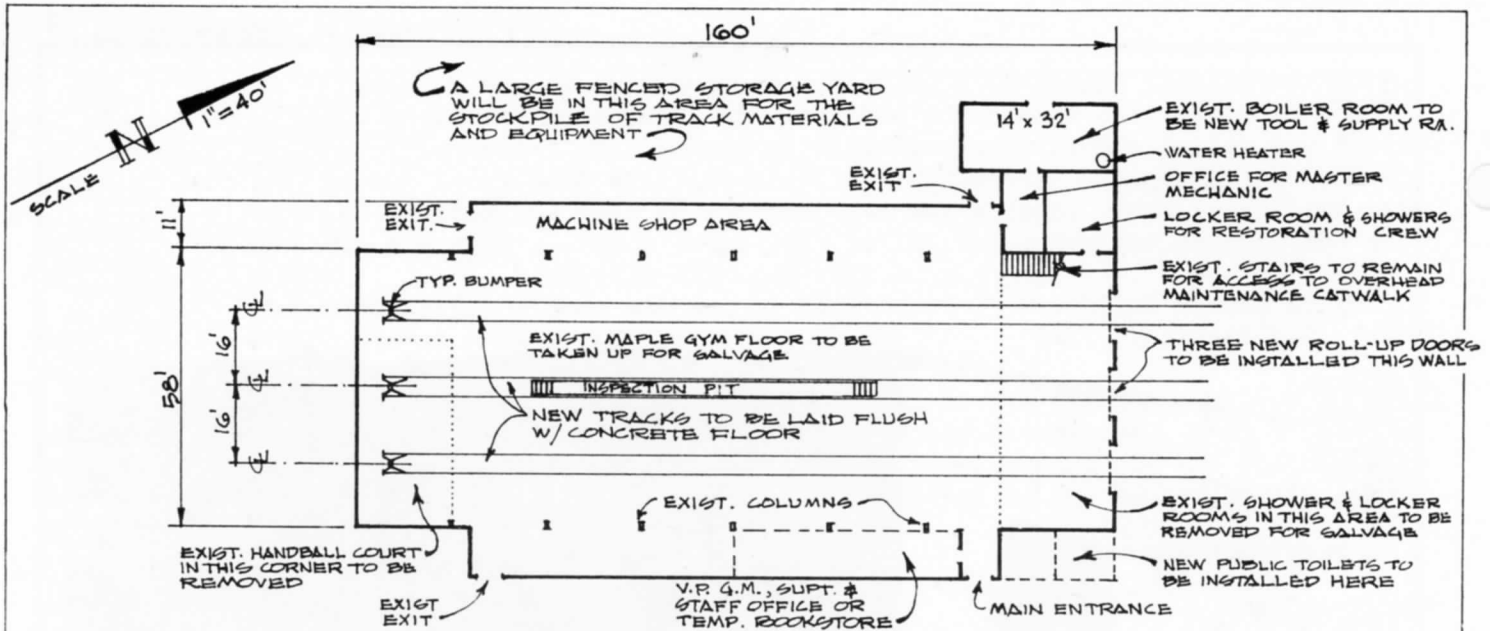
On June 11th, State Senator Jim Mills, Amtrak board member and creator of M.T.D.B., added his support with a letter to the supervisors, as did the Mountain Empire-Campo Kiwanis Club after meeting with Jim on June 19th.

The county staff appraised the "fair market value" of the gym site at \$23,000.00 on July 23rd and on September 26th the supervisors adopted a "Resolution of Intention to Sell Real Property and Notice Inviting Bids". On October 16th, P.S.R.M.A. submitted a bid of \$23,000.00 and held its breath.

Bids were opened October 22, 1980, and at 10:00 a.m. that day P.S.R.M.A. became a land owner. The 25% down payment was provided in a grant by the J. W. Sefton Foundation last January (see REPORT #163). The balance of the purchase is to be spread over ten years at 12% interest. Thomas W. Sefton's San Diego Trust & Savings Bank has agreed to handle escrow for a "token fee or free".

This tremendous bargain is further sweetened by the adaptability of the gymnasium building to an engine house with only the removal of some interior non-bearing partitions and the installation of three overhead roll-up doors. The gym, with its 22 foot high clearance, is an ideal shop and display building, as 460 feet of track will easily fit inside. The building gives P.S.R.M.A. a ten year and hundred thousand dollar jump on the development of a home where old trains will live forever.

We still need an additional four acre parcel north of the gym site to have the best track approach to our new engine house. Negotiations are now underway to add to our yard area by acquiring this piece.



CAMPO GYM TO BE PSRMA ENGINE HOUSE & SHOP

This plan shows the gym demolition and additions contemplated. This plan and the track layout on the opposite page are conceptual only and are subject to change as planning progresses.

(continued from page 3)

It is important to get started as soon as possible with track laying. Even a straight run of 1,000 feet will hold our entire collection and enable us to get out from under our tremendous rent burden. This is basically a time and money problem. The more cash we raise, the less time it will take to get established in our new home.

Fortunately, our railway equipment collection is in good shape with most equipment restored and painted in the last two years. All three of our heavyweight passenger cars are back in service and Amtrak approved. Two of our five locomotives are in regular operation with all of them having been painted in the last few years. Two of our freight cars have been painted and all of them have had the roofs redone in the last year alone.

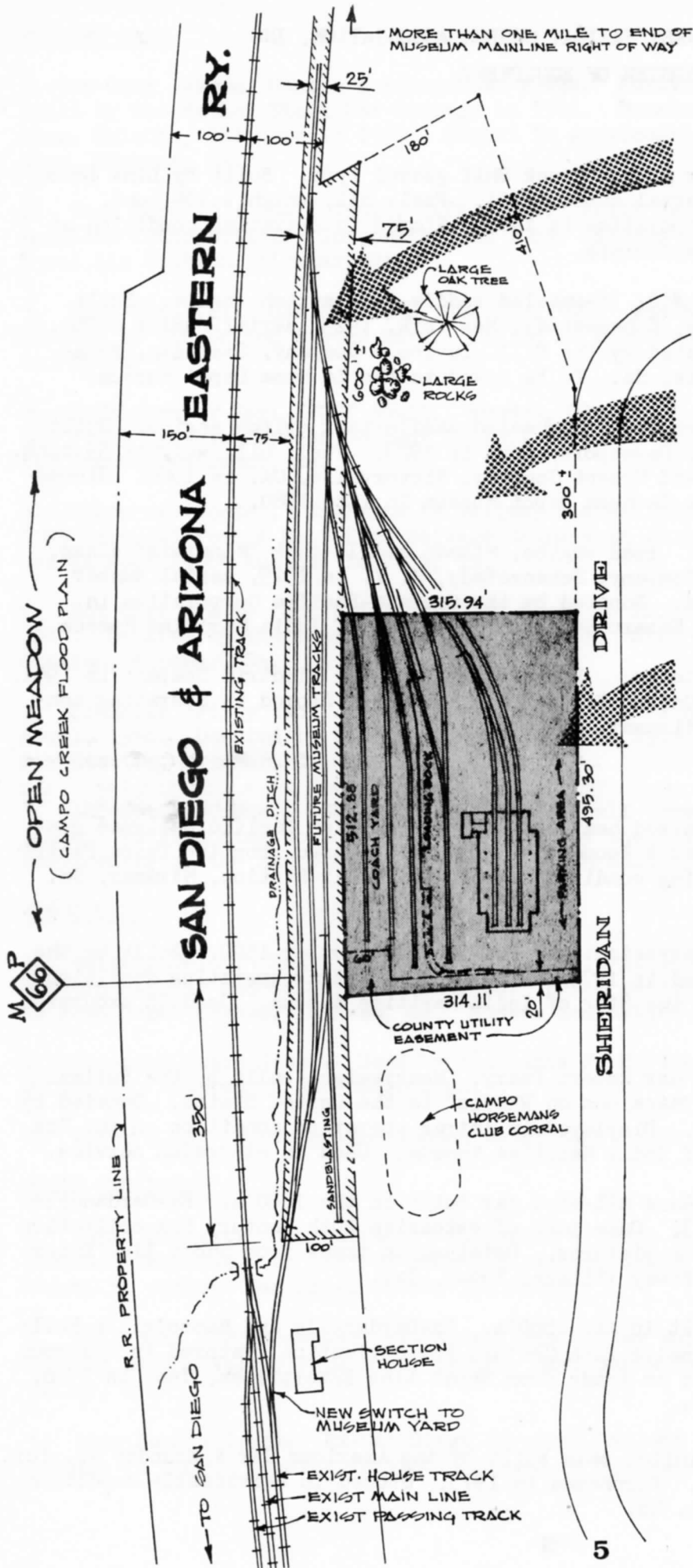
With equipment maintenance well in hand, more of our hardcore regulars will now be free to help build Campo. As the La Mesa Depot project winds up, even more regulars will be car pooling to Campo (an hour's drive from San Diego, only 43 miles from La Mesa).

Now is the time to get involved in your railroad museum and help build "Railroad Heaven", a haven for everyone that ever loved an old train. Here's an example of how easy it is to make a significant contribution.

New member Roy Pickering colored up the museum logo, made color Zerox copies and pressed them onto a metal campaign type button. They sold like hot cakes at the October general meeting. Roy then donated the profit to the Campo development fund and promised to make another batch right away. The best part of this great idea was that Roy handled the concept, manufacturing and sales all by himself! Now that is the kind of initiative that will help build a great railroad museum! (Roy even showed up the next day to help on the La Mesa Depot project. Bravo!!)

Restoring and operating railroad equipment is easy compared to what we're facing now. We now have to become carpenters, plumbers, electricians, grounds keepers, gardeners, heavy equipment operators, dump truck drivers, window glazers, fence installers, painters, and all of us will have to learn to be "gandy dancers" to lay the several miles of track that is required.

The administrative load is also increased as the need for fund raising schemes is critical. Public relations is vital. Exhibit staffing and tour organizing is essential to support this effort. Let's all keep the momentum going now that the hardest nut, the land purchase, has finally been cracked. Call any museum officer or staff head and offer to help. Its your museum and the door is wide open. Let's go do it!! (L.R.)



S.D. & A.E. Ry. Company property. The land to be acquired by P.S.R.M.A. has been agreed to as shown by the railroad. The final legal work is underway for acquiring this strip of land running from just east of the team track at Campo station to Highway 94 (1 1/4 miles).

Acquisition of this privately owned land is currently being negotiated and is considered essential to allow the best rail access to the gymnasium building that is to be the museum engine house and restoration shop.

This parcel was purchased by P.S.R.M.A. from the County of San Diego on October 22, 1980 and is presently in escrow. The 3.59 acre site includes the gym building and has water, sewer and electric service. The gym has a complete fire sprinkler system. The first phase of museum development will be the remodel and security of the gym and fencing for a track material storage yard.

SCALE



1" = 200'

PACIFIC SOUTHWEST RAILWAY MUSEUM

Campo, Ca.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, INC.

ROSTER OF EQUIPMENT

LOCOMOTIVES

1. Steam Locomotive Feather River #3: 3-truck SHAY geared type. Built by Lima Locomotive works, Lima, Ohio, 1923, serial number 3221. Fuel: oil, weight: 104 tons. Donated by the Georgia-Pacific Corporation in 1967. Stored in operating condition at the Naval Air Station, Miramar, California.
2. Steam Locomotive E. J. Lavino #10: 6-wheeled saddle-tank switch engine. Built by the American Locomotive Company, Schenectady, New York, 1923, serial number 64764. Fuel: coal, weight: 58 tons. Donated by the E. J. Lavino & Company, Sheridan, Pennsylvania in 1966. Stored at Perris, Ca. To be moved to the La Mesa Depot Museum.
3. Steam Locomotive Mojave Northern #3: 6-wheeled saddle-tank switch engine. Built by the Davenport Locomotive Works, Davenport, Iowa in 1923. Fuel: oil, weight: 59 tons. Donated by the Southwestern Portland Cement Company, Victorville, CA. in 1966. Stored at Perris, CA. To be moved to the La Mesa Depot Museum in late 1980.
4. Steam Locomotive Coos Bay #11: road engine, Mikado saddle-tank "Minarets" class. Built by the American Locomotive Company, Schenectady, N. Y. in 1929, serial number 68276. Fuel: oil, weight: 98 tons. Donated by the Georgia-Pacific Corporation in 1968. Displayed on the San Diego Embarcadero near the Star of India Maritime Museum.
5. Diesel Locomotive #7485: Switcher. Built by the General Electric Company in 1941. Weight: 45 tons. Donated by the United States Navy in 1972. Stored in operating condition at the Naval Air Station, Miramar, Ca.

PASSENGER CARS

1. Coach: Forty-four seat modernized heavyweight car, ex-Union Pacific Railroad number 576. Built by the American Car & Foundry in 1931. Purchased from the Union Pacific in 1969. Stored in Amtrak operating condition at the Naval Air Station, Miramar, Ca. Used in excursion service.
2. Diner-Lounge-Observation: Heavyweight car, ex-Santa Fe number 1509. Built by the Pullman Company in 1927. Purchased in 1973. Displayed in Amtrak operating condition on the San Diego Embarcadero near the Star of India Maritime Museum. Used in excursion service.
3. Pullman-Observation: Private car Robert Peary. Heavyweight built by the Pullman Company in 1926. One of the few "Mansions on Wheels" in the United States. Donated by two San Diego businessmen in 1974. Displayed in Amtrak operating condition on the San Diego Embarcadero near the Star of India Maritime Museum. Used in excursion service.
4. Combination Baggage-Smoker: Rare all-wood car built in the 1880's. Ex-Dardanelle and Russelville Railroad number 13. Once part of extensive 20th Century Fox collection featured in numerous western motion pictures. Obtained in trade from Short Line Enterprises, Inc. in 1976. Stored at Poway Village, Poway, Ca.
5. Coach: Rare all-wood car built in the 1880's. Ex-Dardanelle and Russelville Railroad number 14. Part of the extensive 20th Century Fox collection featured in numerous western motion pictures. Obtained in trade from Short Line Enterprises, Inc. in 1976. Stored at Poway Village, Poway, Ca.
6. Troop Kitchen: One of 440 similar cars built by the American Car & Foundry Co. for troop trains during World War II. Purchased in 1973. Stored in serviceable condition at the Naval Air Station, Miramar, Ca.

FREIGHT CARS

1. Box Car: Akron, Canton & Youngstown #3024. Forty foot outside-braced wooden car. Built by the Mather Stock Car Company in 1941. Donated by North American Car Corporation, Chicago, Illinois in 1969. Stored in serviceable condition at the Naval Air Station, Miramar, Ca.
2. Tank Cars (2): GATX 79923, GATX 65648. Built in 1923. Donated by the General American Transportation Corporation in 1969. Stored in serviceable condition at the Naval Air Station, Miramar, Ca.
3. Flat Cars (2): USN 61-02988, USN 61-02990. Wooden underframe. Built in 1910. Donated by the United States Navy. Stored at Port Hueneme, Ca., awaiting shipment to San Diego, Ca.
4. Refrigerator Car: FGEX 56415. Wooden, Class "C". Built about 1940. Donated by the Fruit Growers Express Company in 1971. Stored in serviceable condition at the Naval Air Station, Miramar, Ca.
5. Caboose: Wooden. Ex-Santa Fe railway number 1413. Built in 1923. Purchased in 1979 from California Rail Road Salvage Company in Tustin, Ca. Under restoration at the La Mesa Depot Museum, La Mesa, Ca.
6. Box Car: Forty foot metal car. Ex-Santa Fe Railway number 276594. Built in March, 1947. Donated by the Santa Fe Railway in 1979. Stored serviceable at the Naval Air Station, Miramar, Ca.
7. Gondola: Fifty two foot metal car. Ex-Santa Fe Railway number 72312. Built in April, 1958. Donated by the Santa Fe Railway in 1979. Stored serviceable at the Naval Air Station, Miramar, Ca.
8. Locomotive-Crane: USN 84-00412. Diesel self-propelled 25 ton capacity railroad crane. Built during World War II. Donated by the United States Navy in 1980. Stored serviceable in the San Diego & Arizona Eastern Railway yards in San Diego, Ca.

STRUCTURES

1. Railway Depot: Small wooden building built in 1894 by the San Diego, Cuyamaca & Eastern Railway and used in La Mesa, Ca. Being restored to its 1915 condition as the La Mesa Depot Museum, La Mesa, Ca. Museum dedication expected early in 1981.
2. Crossing Guard House: Used by the Santa Fe Railway at the Broadway crossing in San Diego, Ca. Stored in San Diego County.
3. Water Tank: 8,000 gallon wooden water tank. Stored in San Diego County.

OTHER EQUIPMENT

1. Rapid Transit: Collection of full-size mockups and models of various existing and proposed vehicles. Donated by Rohr Industries, Chuls Vista, Ca. in 1976 and 1977. Stored in various San Diego County locations.
2. Rail Bus: 12 passenger, ex-Santa Maria Valley Railroad. Built by Fairmont in 1031. Donated by the Valley Pipe & Salvage Company, Santa Maria, Ca. in 1965. Stored in Spring Valley, Ca.
3. Line Repair Truck: Ex-San Diego Electric Railway Company. Built by White Motor Company in 1923. Donated in 1967. Stored in Spring Valley, Ca.

4. Crew Speeder: Fairmont 8 passenger track car, purchased in 1980 from a private collector.
5. Streetcar: Ex-San Diego Electric Railway Company number 201. Class 2, body only. Donated in 1970. Stored at Campo Ca.
6. Baggage Wagons: Five different types from various southwest area railroads. Stored at Miramar Naval Air Station and La Mesa Depot.

LIBRARY COLLECTION

1. Books, periodicals, photographs, drawings and railroad operating paper items from the Pacific Southwest Railway Museum collection.
2. Books, periodicals, photographs, passes and other railroad related paper from the Southwest Railway Library collection.
3. The San Diego & Arizona Eastern "Dumpster" collection. Four truck-loads of maps, photographs, and records covering sixty years of railroading in San Diego, California.

These library materials will occupy a modern fireproof library space of over 600 sq. feet in the new Electric Building in Balboa Park, San Diego, California. After the collection is catalogued, it will be available for use at the library for serious researchers. Library to open possibly during 1981.

Exhibit Staffers

by Jo Pressnall

August through September have been exciting for us at the Embarcadero exhibit. We all saw tremendous public response which brought well over \$500.00 into the museum coffers. Ray Lethbridge's idea of the wine glass on the dining room table has stimulated our visitors eyes and their pocket books.

So many contributed extra time and ideas this month. Ray Archer had the bedspread in "President Roosevelt's" bedroom cleaned and put an attractive rope barrier across to keep it tidy. Dick Pearson made a colorful model of "The General" for the dining room which stimulated folks's response also. New member Roy Pickering lettered some signs for the inside and outside and Bill Niedrich bought some to replace those which were taken as souvenirs.

With #1509 and PEARY on exhibit, we will need twice the number of people who can give some time. If you have been thinking of hosting, now is the time to come forward! Call me at 435-5022 (collect, if necessary) or Wilma Steele at 444-4349 and be a part of this most fascinating museum activity!

We had some first-time staffers who called to volunteer. Welcome to:

Roy Pickering	Carr Beebe	"Rebecca from Mecca" Archer
Stan Kellogg	Belden & Pat Rau	Inez Markel

A welcome back to these who have been away awhile:

Nadine Bristow	Anita Rhein	Ward & Rogene Fagan
Rich & Kay Montgomery	Jim Bradley	

And a special thank you to these who serve so faithfully:

Ann McVeagh	Ron Zeiss	Frank Kearney
Bob and Miss Debbie Di Giorgio	Mr. & Mrs. Mike Retz	Al Vartanian
Bill Evans, Jr.	Wilma Steele	Dick & Barbara Pearson
Ray Archer	Curt Croulet (rescuer)	Herb Kehr
Ray Lethbridge	Walt & Arline Foster	Bill Niedrich

Railfan Patrol News

by L. Rose

On October 27th, Railfan Patrol Director Ed Smith, along with Tanya and Larry Rose, were treated to dinner by a trio of Santa Fe special agents. San Diego Assistant Division Special Agent J. J. Gomez and Los Angeles Division Special Agent J. O. "Bud" Burke out of San Bernardino accompanied their boss, Chief of Santa Fe's Special Service Department Mr. Carl R. Ball of Chicago, who also happens to be a member of P.S.R.M.A.

Discussed over dinner was Santa Fe's new "Railfan Assistance and Awareness Program" initiated by Mr. Ball, which is based on our own Railfan Patrol. We were told that railfans elsewhere on the system have started to provide information to railroad police resulting in some hard arrests by Mr. Ball's agents. For instance, a hobbyshop owner in Oklahoma City recently witnessed a tie theft and supplied information that enabled local agents to nab a suspect and recover the property much as Ed Smith did in Cajon Pass more than two years ago.

The agents told us that other railroads are getting interested in the railfan assistance idea after Mr. Ball outlined his program at a recent meeting of railroad police officers from around the country. This has to be good news for railfans in general who all too often have been dismissed as "kooks" and pests by many professional railroaders.

"El Capitan", a newsletter sent to all Santa Fe special agents on the line, carried two very nice articles about our own Railfan Patrol. Mr. Ball, who wrote one of them, said that using railfans as extra eyes and ears was such a logical idea, its a pity they didn't think of it one hundred years ago. He also said that, unfortunately, its mostly the "kooks" special agents encounter, but he stressed that there are many responsible, mature rail hobbieists who could be of great help to the railroads. These are great words indeed to hear from the Chief Special Agent of the whole Santa Fe, and, will no doubt, help to build a bridge between the railfan community and Santa Fe police. After all, vandals make it bad for everybody and are a common enemy to railfan and railroader alike.

The enhancement of the average railfan's somewhat tarnished image among railroaders is a most worthwhile by-product of the railfan assistance idea. Still, the most satisfying reward of participation in an acitvity like our own Railfan Patrol is knowing that a fan can put a rock throwing creep out of business by just being observant and making a simple phone call. Our own museum equipment has been regularly damaged by vandals and our train riding members, both fans and railroad employees, have been endangered by these deranged residents of the lunatic fringe. Fighting back feels good!

The Roses and Ed Smith were greatly impressed by Chief Ball and agents Gomez and Burke, smooth, disciplined professionals who are a great credit to the law enforcement trade and the Santa Fe Railroad. These men don't deserve the traditional label of "gum shoes", "elephant track" or "rail dick". They have too much class. Ed Smith was so impressed that he celebrated the meeting by "arranging" for the arrest of four rock throwers a few days later at the Solana Beach Bridge! (Ironically, Ed's first "kill" for the Railfan Patrol was at this same location almost three years ago to the day.) The patrol has now provided special agents with information leading directly to the arrest of 131 vandals and thieves.

Mutual understanding was the main product of this encounter, and hopefully there will be others with railfans across the country. Only good can come of it. The next day the Roses had the pleasure of showing Chief Ball and his men through our private Pullman ROBERT PEARY (the Chief is an obvious railfan) and hope that someday we can host these men in style in one of our cars on the Coast Line at 90 miles per hour!

Honor Roll

GREG BARTON has donated a $\frac{1}{2}$ scale model of the classic Pullman ELKHART VALLEY observation car. This model has a removable roof to view the completely detailed interior. The prototype was built in 1929 for the N.Y.C. "20th Century Limited" as part of the last series of open platform observation cars built by the Pullman Company.

E.V. STAATS, retired Amtrak conductor has donated an Amtrak conductor's uniform that will come in handy for our next steam-up like the one we enjoyed November 1st.

Election Results

With the Campo deal on the front burner, no one wanted to change horses, so the candidates for the top jobs ran unopposed this year and received a large vote of confidence. President Jim Lundquist will return as will Treasurer Brenda Bailey and Board Secretary Eric Sanders. Larry Rose will get his old V.P./General Manager's job back as incumbent John Ashman decided one year on the hot seat was enough. John is a first rate steam engine mechanic and will continue on as Restoration Chief for the association's steam locomotives.

The hard fought Director's race was won by Dick Pennick, who edged runner up Ann McVeagh by just four votes. Dick will serve a two year term. Past President H.C. "Chop" Kerr will return as Chairman of the Board.

The museum staff heads will select one of their own at the first of the year to fill the other Director's slot now held by Publications Director Larry Rose. Norm Hill, who still has another year left on his two year Director's term, rounds out the Board of Directors for 1981. Vern Cook and Ray Lethbridge were elected to the Review Committee for three year terms.

Membership News

by Tanya Rose

Its not too often I'm able to meet with some of our out-of-country members, but I'm happy to report that Kenneth G. and Margery Williamson from Edinburgh, Scotland are spending their holiday here. They are staying with museum President Lundquist for a couple of weeks. Ken and Margery are exercising their Gaelic charms on all of us. Already I'm saying "aye" and have picked up on a few Scottish railroad terms. Did you know that a caboose is a "guards van", a boxcar is a "goods wagon", or that a small switch engine is "a wee shunter"? Ken's eyes twinkle when he tells me he wonders when I'll be using "och" in my conversations. Aye, we'll all be sorry to see these two leave us.

Adding their good names to our museum association are the following new members. We welcome them and hope their association with us will be enriching and fun filled.

REGULAR MEMBERS

Andre L. Anderson	Clark E. Johnson	Todd J. Poole	Robert J. Hon
Nolan A. Clark	Fred F. Knauf	Tom L. Stein	Stephen P. Norris
Michael E. Dickerson	Carlos R. Longoria	Joseph S. Theis, Jr.	

CONTRIBUTING MEMBERS

Matt Barkley	Joel Cox	Marvin C. Quick
Steve Bedaux	Robert Frutos	

FAMILY MEMBERS

Cameron E. & Catherine Cole	Warren & Louella Sizemore	Rodger W. Turner
Bob & Betty Winberg		

Have you considered a membership in P.S.R.M.A. as a holiday gift to people who care about preserving our wonderful rail heritage. Call me at 469-3064 or write (4924 Wood St., La Mesa, CA 92041) for dues information or any change in your address.

SOMETHING TO PONDER

The United States Conference of Mayors last year published a most interesting booklet entitled "Federal Aid to Transportation, An Analysis of Government Obligations by Mode". Through 1978, Federal expenditures by mode were as follows:

Highways	\$110.1 billion	(It is interesting to note that not a single penny was spent on rail until 1966. Use this information next time somebody tries to tell you that all modes except trains pay their own way and are self-supporting, a claim made by Greyhound Bus, for instance!)
Air	31.7 billion	
Water	25.3 billion	
Mass Transit	13.3 billion	
Rail	6.4 billion	

VIEW ^{from} the VESTIBULE

by Jim Lundquist, President

After twenty years of searching for land, your museum has acquired a permanent home in Campo, California. I am proud to be your president, and I hope that you share my enthusiasm about the museum's Campo project; its been such a long time coming.

To celebrate, a party will be held at the Santa Fe Depot in downtown San Diego on November 15th, from 8:00 a.m. to train time for the excursion scheduled to the La Brea Tar Pits on that day. We will have donuts and coffee and a press conference, then we will be off to Los Angeles. Plan now to attend!

Now, we have a lot of work to get done, and your museum needs you now more than ever. If you have any time, or can make some available, we will appreciate all the help you can give. We have to complete the La Mesa Depot and get our equipment and rolling stock ready for the trip to Campo. When you look at our equipment list, it will give you some idea of what lies ahead.

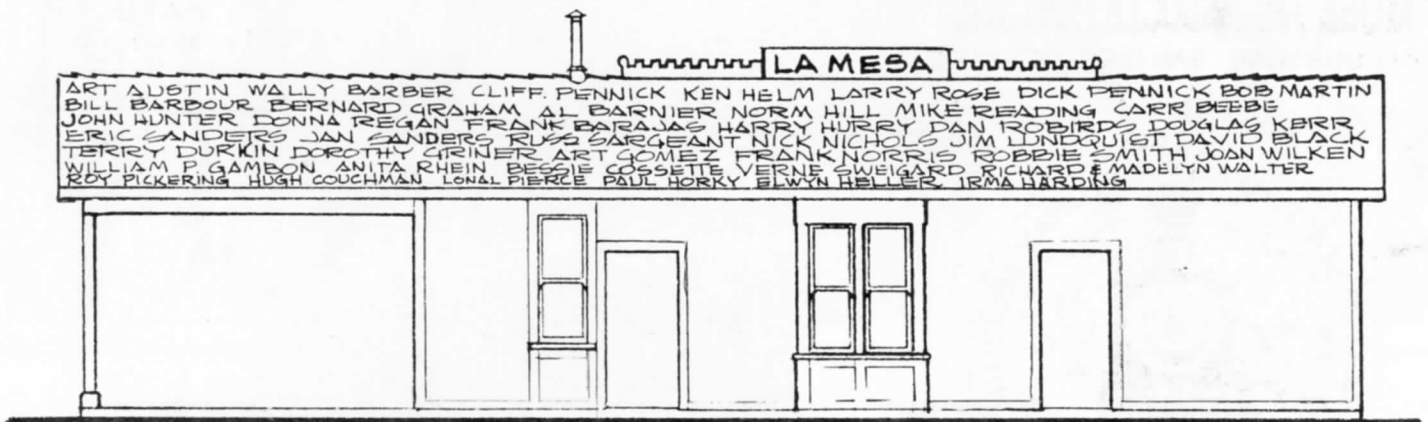
It is fun and easy to get involved in other ways. Ride our excursions and bring friends too; our excursions are the museum's most successful type of fund raiser. You can help with staffing our exhibits; it is a fun way to meet other railroaders and enjoy an afternoon.

Most important of all, we need donations. Your museum is really rolling now, and everything you do helps to keep us going. We have included an envelope, so let's use it and invest in the future of our museum.

Spread the good word and get involved. With your donations and help, we can build the best railroad museum in the west, right now, TODAY!!

LA MESA DEPOT PROJECT REPORT

The depot project continues to draw solid support from members as Paul Horky and Elwyn Heller have joined the 100 Club with cash donations. The La Mesa Optimists Club chipped in \$300.00 toward the hometown station after P.S.R.M.A. Secretary Eric Sanders put on a well organized slide show for them featuring dozens of old photos covering the history of the depot. Generous donations have also been received from members Irma Harding and Lonel Pierce. Our depot silhouette is starting to fill up with names as Hugh Couchman and Roy Pickering have donated labor this month, as have regulars Mike Reading, Eric Sanders, Larry Rose and H. A. Hurry. Jim Lundquist and Bob Martin also found a little time this month to help out. The depot fund has grown to \$832.00!! Thanks people! Let's get this project put away, so we can concentrate on Campo!



YES! I WANT TO HELP WITH THE DEPOT PROJECT! PUT MY NAME IN THE STATION!!
 My gift of \$ _____ is enclosed Charge to VISA or MASTER CHARGE

MASTER CHARGE/VISA NUMBER

MASTER CHARGE BANK NUMBER Exp. date _____ SIGNATURE _____

Name: _____ Address: _____ Zip _____

STEAM UP WELL ATTENDED

P.S.R.M.A.'s three truck Shay #3 was steaming beautifully with turbo whining, pumps thumping and whistle moaning for a great afternoon of fun and nostalgia on the 1st of November. Engineer Ken Helm and fireman John Ashman whistled off at regular intervals from Miramar's East Gate with loads of members and their guests on a P.S.R.M.A. mixed train of Army kitchen car and assorted freight equipment.

In between trips, 45 ton diesel #7485 and freshly painted U.P. coach #576 hauled train fans out on the two miles of track at Miramar to an exciting meet with the glory of steam. The crew on #7485 were Harry Hurry, engineer; Mike Reading, fireman; Dick Pennick, head brakeman; and Dan Robirds on the rear with Robbie Smith conducting in an old but spiffy Santa Fe uniform. The crew assisting John and Ken on Number 3 were Russ Sargeant, head brakeman; Bob Martin, rear brakeman and Norm Hill, conductor.

Providing extra board relief were Bill Barbour, Jim Lundquist, Henry Lines, Nick Nichols and Frank Barajas. Larry Rose handled the jobs of trainmaster, dispatcher and train order operator, using authentic Santa Fe forms.

New member Brett Tallman and Ron Hyatt, "the Oceanside Kid", ran the fire safety speeder and Ed Smith was the crossing guard at the main road crossing in the center of the naval air station.

Staffing the information table and handling tee-shirt and postcard sales were Trig Stanley, Tanya Rose, Hugh Couchman, Bill Niedrich and several others who volunteered relief.

The 100-ton sidewinder steamed flawlessly throughout the afternoon, capped with a perpetual feather of steam from the turbo generator and pump exhausts. The four-chime Nathan was tunefully played regularly by engineer Helm and generally sounded like it should be on a locomotive twice its size.

The restoration crew deserves high praise for running a fun and safe operation as do the many staffers that handled soft drink sales and the P.R. table. The train riders also did their part by donating nearly \$200.00 toward offsetting the \$400.00 in fuel consumed by the two locomotives during the afternoon. Thanks all, for a steaming good time for P.S.R.M.A.

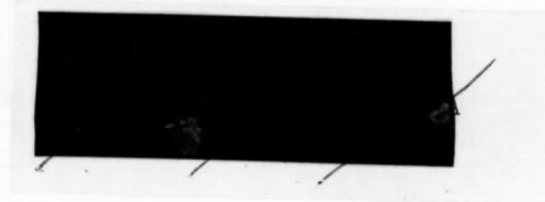
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