

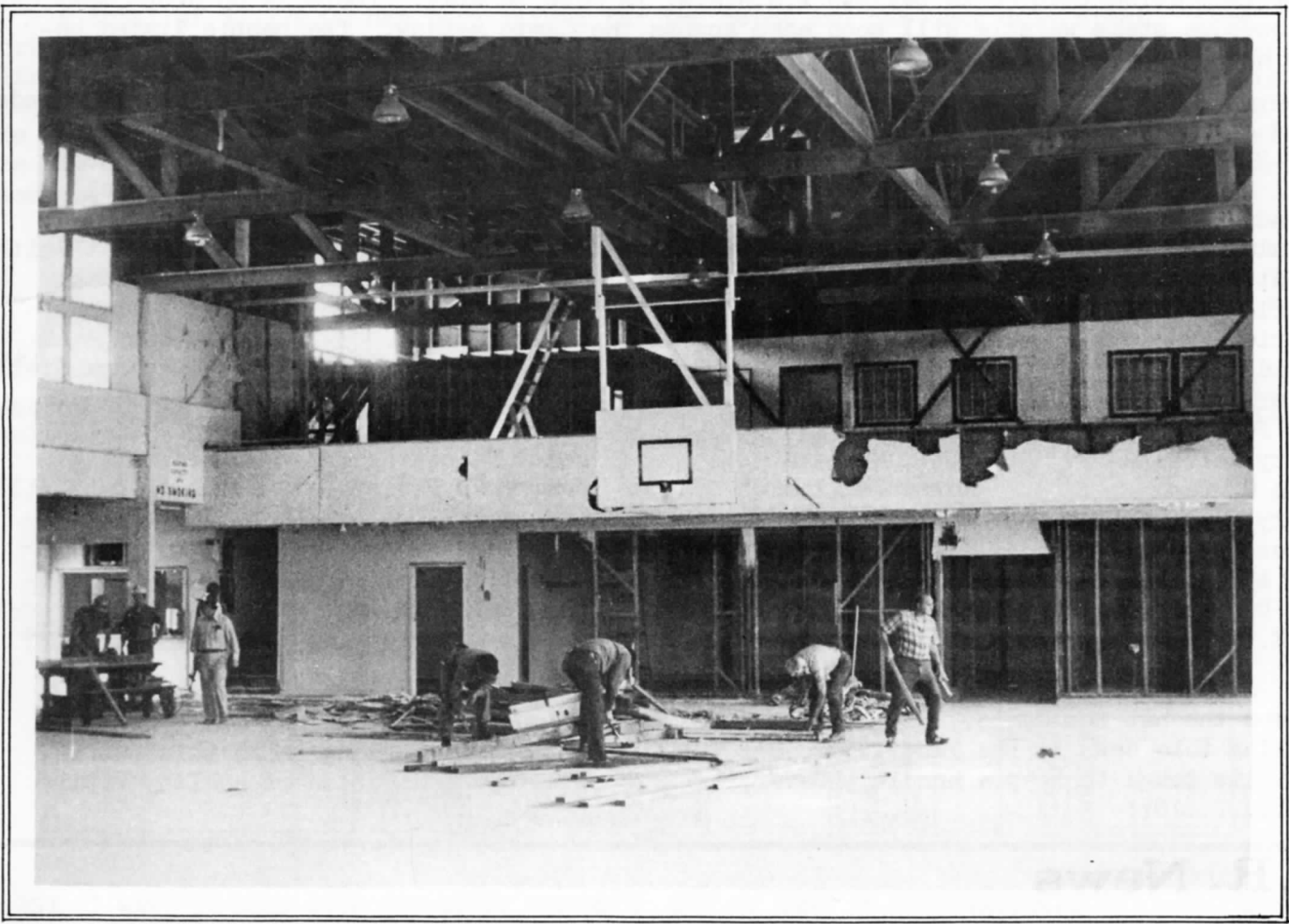


May 1981

REPORT

No. 173

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



FROM GYM TO ENGINE HOUSE - CAMPO MUSEUM IS UNDERWAY

This photo shows the demolition that is being done to make way for the new engine house doors in the north end of the Campo Gym. At left is Bert Poulin's field kitchen then the stairs to the second floor toilet and the P.S.R.M.A. construction office. Next to the stairwell is the ground floor toilet and locker room that will remain. Within hours after this shot was taken by the REPORT Editor last month the basketball backstop and all of the open studwork shown was removed for salvage. The people visible in this view are: from left, two Sea Bee carpenters, Harry Doering, Scott Thompson (behind Harry), another Sea Bee, Bob Di Giorgio, Stan Bartlett and George Parish.

LAND!

We made it! A down payment of 25% of the purchase price for the northerly 4.35 acre parcel was made on time and without having to borrow money! The membership did it, contributing \$8,606.00 in only six weeks! The general fund and the excursion fund were tapped to make up the rest of the \$11,500.00 down payment, but land donations from the members has made up much of the shortfall.

Thanks to the inspiring resolve and generosity of the museum rank and file we did not have to take up the kind offers of low interest loans from some of our people and were able to leap this major hurdle with cash up front! This has been truly a remarkable effort coming at a time of rising inflation, record interest rates and within days of the income tax deadline. Many of the people listed in this REPORT were also on the list of donors in the last newsletter, having sent in a second or even third donation to our long awaited permanent home.

There has also been a sudden surge in life memberships in the last few months as people realize the museum's need for cash now that twenty years of hoping and waiting are over. We will sign up our 1,000th member sometime in the next month or so as further indication that folks believe P.S.R.M.A. is here to stay. There is no doubt that a lonesome steam whistle will soon echo across the Campo meadow. The people listed below have helped guarantee it!

Anonymous (\$500.00!)	J. L. Cunningham	Henrietta J. Kecskes	Ellen & Eric Sanders
Knud Antonsen	Zella Davis	William A. Kingston	Mary C. Sanders
M/M Robert Armstrong	Michael E. Dickerson	David L. Landrum	Margaret Secor
Bill Attaway	Rev. Arthur L. Dominy	Robert N. Iast	J. R. Siegel
Brenda M. Bailey	Herman S. Englander	Dr. Justin Lundquist	Jim Slingsby
Stanley Bartlett	Chris Ferguson	Barry Lyons	Dudley & Pat Smith
Grant R. Beals	Edwin J. Gaede	Rev. John B. Maguire	Margaret Stahl
Charles L. Benbow	Randy Gibson	Charles McIlwraith	John P. Starkey
Patricia Bender	Barbara Goodell	Daniel McLean	David Stea
David P. Black	Bernard & Barbara Graham	Charles J. McNary	Bob & Ieanna Sterling
Robert L. Bradley	Lloyd S. Graham	Alden V. Morse	Dale H. Swanson
Dr. Paul E. Bush	James Hamill	Frank Norris	John T. Tilton
Larry Carlisle	A. L. Hellman	Roger Olinski	Donald Tustin
John C. Cash	Norman Hill	George F. Parish	Frank & Grace Willard
Harry W. Christiansen	David C. Hobson	C.S. & L.V. Qualey	L. H. Williams
James H. F. Collins	Cecil C. Huff	Dr. Ralph W. Randall	Cass Witkowski
Bob & Kay Cornett	Allan E. Irving	Mike & Rae Retz	(Can you <u>believe</u>
M/M Dwight E. Couch	Arthur D. Johnson	Miss Anita Rhein	the amount of folks
U. E. Cox	Frederick A. Kahl	Steven C. Rosefeld	on this list!!)

Jo Pressnall threw a dinner for the PEARY exhibit staffers a few months ago and passed the hat for Campo. \$64.75 was raised for the museum. The REPORT staff regrets missing this news in the last issue, but there is just so much going on in this outfit that its tough to keep a handle on everything, a sure fire indication of healthy vitality.....JOY!

P.R. News

HAND PUMPER RACE JULY 11th

P.S.R.M.A., Budwieser and KCBQ Country Radio 1170 are sponsoring a handcar race down the trolley tracks on "C" Street downtown. The radio station is distributing entry forms for the four man racing teams and doing the promotional work for the July 11th spectacular. The handcar from the museum collection was restored by John "Nick" Nichols. A second handcar from a private collection has also been invited to run for the money on "C" Street.

P.S.R.M.A. will need booth staffers, race officials and other assistants as required to insure the success of this unique P.R. opportunity. If you would like to help out, please drop a note to Jim Lundquist at 2849 "A" Street, #7, San Diego CA 92102. This is light duty work and will be a whale of a lot of fun, so sign up now and help your railway museum become a household word in Southern California!

INDUSTRIAL ARCHEOLOGY

(Restoration News)

La Mesa Depot

Interior painting is now underway as all interior woodwork is now complete. Even the ticket counter has been installed. The counter is a masterpiece of solid oak built by Frank Cooke. Project Chief Larry Rose did the research and made the drawings. Exterior painting was completed by Eric Sanders, Harry Doering and Steve Norris. New member Scott Thompson helped Larry finish off the interior trim, door jambs and cabinet doors. Norm Hill helped with the filling and sanding in preparation for painting the interior.

Norm also had a big hand in completing the interior panel work. Norm donated 150 bucks to persuade a finish carpenter acquaintance from Orange County to come down for a day to help the crew finish up with his automatic nail gun. Larry Rose and Bill Niedrich did the baggage room paneling the hard way with hand driven finish nails and the job took three days. With the nail gun wizard freeing Larry to do nothing but run his radial saw, the rest of the depot was finished in a day! Special thanks to member Al Barnier for the loan of his router and for extending the underground electric and phone conduit from the depot to trackside for future private car use on our adjacent 600 foot spur. Larry and Robbie Smith did the ditch digging for this line in typical pick and shovel, hand operated, air cooled museum fashion.

There have been a few key material donations since the last REPORT. The big score was the no cost hook-up of the sewer thanks to an arrangement made by Larry Rose with plumbing contractor Dick Wiley. Larry and Robbie Smith dug the ditch and took care of the back filling. Norm Hill donated the concrete clean out cover. Norm also donated the correct yellow on black Railway Express Agency sign. Norm worked a complicated three way trade involving a Santa Ana restaurant and an L.A. model railroad club to secure an original R.E.A. sign of the correct size for our vintage train station. Norm started the trading game with a mint condition white on green R.E.A. sign from his own collection. The sign will be mounted on the end of the depot as shown in the old photos and will be secured with vandal-proof screws and through bolts.

The interior painting crew has finished about 80% of the job with Larry Rose leading the charge assisted by Brenda Bailey, Norm Hill and Mike Reading. Harry Doering vacuumed out all the sawdust in preparation for painting as soon as the last of the woodwork was done.

The depot has a telephone! An old style black candlestick telephone has been installed and now adorns the ticket counter. The number is easy to remember, especially for Union Pacific fans and all those fortunate enough to be in Sacramento for the Railfair a few weeks ago. 465-8444! We tried to get a 4-8-4 prefix, but unfortunately it was not available in La Mesa. Call this number on weekends to find out what's going on if you are interested in getting involved in P.S.R.M.A. restoration activities.

All available funds have now been exhausted and a few finishing touches will have to wait for additional donations and fund raising schemes. The main items left are: iron grillwork above the ticket counter, the waiting room benches, the pot belly stove, an antique high tank toilet, the agents desk, the depot clock and a security system. The baggage wagon also needs work and the outside bench, stored in a boxcar at Miramar, will need a few parts.

Army Kitchen Car

Norm Hill and associates continue to push hard for the completion of this project. The sides and ends were sandblasted last month at no cost to the museum by Loyd Gage's Western Sandblasting Co. The car was prime coated and painted with the correct Army olive green using a professional airless paint rig donated by Norm Hill.

Inside, work continues on various component rebuilding and repair projects. Dick McIntyre has found a replacement for the long missing globe for the range hood light. Dick located this rare item at a local swap meet and installed it during the May 16th work session. A perfect fit! The amazing Mr. McIntyre also fabricated and installed the metal trim pieces for the car's multi-compartment ice boxes to the wonderment of Norm Hill who has dubbed Dick "The Miramar Magician"! The ice boxes were badly damaged by fire axes as the result of a long ago hobo fire, but are now almost completely restored. All traces

of this hobo fire of unknown antiquity have now been erased by P.S.R.M.A.'s hard working foot troops. Doug Kerr is rebuilding the cabinet doors as a home project. Other interior items such as door tracks, shelf supports and miscellaneous hardware have been repaired, stripped and painted by Norm Hill, Dan Nelson, Ken Helm, Dick McIntyre, Joel Cox and Russ Kimball, a talented newcomer to the group.

SHAY No. 3

The interior cab woodwork of our 1923 Lima product is being replaced by John "Nick" Nichols, Dan Robirds and Ken Helm. The wood being used was left over from the La Mesa Depot interior paneling which just happened to be the identical tongue and groove material. Some original framework, damaged during a break-in some time ago, has also been replaced. Joel Cox cleaned out sand and crud from the smoke box that had built up during the last year's steam ups. Joel looked like a coal miner when that job was done, but still remains one of the more enthusiastic of our younger train buffs.

U.P Coach 576

The vestibule refurbishment, that was not complete when the car was operated on Amtrak last year, is now being seen to by Dick McIntyre, Jack Linn and Ken Helm. Bill Niedrich finished up the window replacement.

U.P. Diner 4054

While waiting on the availability of funds to paint this 1925 heavyweight, Jack Linn has been busy taking care of odd jobs on the inside. This month, Jack has been working on the pantry doors in the galley, rehangng most of them and doing some general cleaning.

ATSF Gondola

The most abused item of freight equipment in all of railroading is the lowly gondola. Our example of the type, donated two years ago by the Santa Fe, arrived badly mauled after a lifetime of hauling scrap metal and other unpleasant loads. Its sad condition of more rust than paint has at last been reversed thanks to another donation by Loyd Gage's Western Sandblasting Co. and Norm Hill's thousand dollar painting rig. New coats of primer and Santa Fe mineral brown enamel were applied by Norm and Ken Helm. The gon looks almost new now, as the fresh paint hides most of the dents. The contents of our gon reveal the car's importance to the museum. It is filled with tons of very heavy steam locomotive parts, spare driver tires, pumps, flue-sheets, etc. and even a complete wooden water tank "kit" that would otherwise have to be stored on the ground where they would soon sink into the mud. Thank God and Santa Fe for gon #72312!!

Honor Roll

NORM HILL---donated over \$1,000.00 worth of professional spray painting equipment to our restoration tool arsenal.

LOYD GAGE---donated the sandblasting of the gondola and Army kitchen car by way of his Western Sandblasting Co.

TRI STAR FRAMING---of North Beach donated twenty sheets of plywood, 2x4's and nuts and bolts to temporarily close up our A.T.& S.F. R.P.O./Coach #112 at Escondido.

THOMAS W. WHITTAKER---donated several Union Pacific cups and plates which will add a touch of class around the coffee pot at the La Mesa Depot. (If we ever get enough pieces for a whole service their home will be in our own U.P. diner #4085!) Tom has suggested that they could be auctioned at our next annual dinner as a fund raiser.

WANDERING MEMBER FINDS A NEW HOME

Museum member and Navy man Bob Martin, a regular grunt on the restoration crew, is now stationed in Bremerton, Washington and has thrown in with the Puget Sound Railway Historical Association in Snoqualmie, Washington. Bob is now helping them restore equipment and is a student fireman on a 2-6-6-2 loco! Bob is so hardcore he will help preserve old time railroading no matter where he is. A P.S.R.M.A. salute to a fine effort in the Pacific Northwest!

CAMPO

by Larry Rose

The Campo work detail of April 11-12 saw the largest turnout yet as twenty four members were on hand for the start of serious interior demolition and salvage in the gym building. More than a dozen of our Sea Bee reservist friends were also there for their monthly exercise which for the last few months has been of tremendous benefit to P.S.R.M.A. The Sea Bee electricians were busy running new conduit for additional outlets in the future shop area and also mounted a new outside light on a pole overlooking the storage yard to the northwest of the building. Jim Lundquist scrounged the light fixture from a local salvage yard. The fence for this storage area is a recycle job from our La Mesa Depot project. The Sea Bee carpenters built a new ladder to the catwalk down the center of the building and converted a roof vent to an access hatch to the roof. Additional roof patching was done with tar paper, asphalt cap sheets and roof mastic. These good people have put us months ahead of schedule.

The demolition of the existing gym shower and locker rooms is almost complete. Almost all of the members present were involved in this work. David Landrum, Roy Pickering, Herb Kehr, Scott Thompson and Harry Doering were heavily involved in nail pulling and salvage of most of the studs and floor joists from this area. Bob Di Giorgio sized and stacked this material, with help from a few of the aforementioned folks, for future remodel use. The baggage carts that were hauled up the month before came in handy for hauling out trash and plaster board debris to a pile on the north side of the gym. Jim Lundquist, with the consent and advice of the local Campo Fire Department, conducted a controlled burning of all splintered wood, weeds and other combustibles a week later. The hauling and dumping was done by Ron Zeiss, Ed Horne, Norm Hill, Ricky Ellrott, Scott Thompson, Bert Poulin and Stan Bartlett, among others.

Dick Pennick, assisted by his wife Karen and dad Cliff, did some transit work and located property monuments that we will need for a topographical survey that is now underway. New member Russ Kimball, a civil engineer, will finish the field work using Dick's notes and elevations. The museum General Manager, a registered architect, will then prepare detailed drawings for consideration by the museum's Campo Planning Committee. P.S.R.M.A. is indeed fortunate to have professional technical people like Dick and Russ volunteer to lay this important groundwork.

A fine lunch was again whipped up by "Chef de Campo" Chuck Amos assisted by Bert Poulin. Special thanks to Ann McVeagh for sending up some super baked goodies the last two months. Chuck and the gang put out an exceptional spread for the ridiculously cheap price of \$2.00 a plate. We still need a few plates and utensils and some large pots. Call Project Coordinator Bert Poulin at 276-0715 if you have such surplus items that could be of use in our Campo field kitchen. We will also need some large insulated containers for cold drinks during the coming hot weather.

The next Campo session is JUNE 13-14. Call Wilma Steele for carpool information at 444-4349. Be sure to let Bert Poulin know you are coming a week in advance for lunch planning and logistics. Call him at 276-0715. Wear work boots, bring your hard hat and be sure to sign in at the door so you won't accidently get left off this list of Campo museum builders.

Bert Poulin	Stanley Bartlett	Vernon Mardock	Bob Di Giorgio	Edward L. Horne
Baron Poulin	Harry Doering	Chuck Amos	Cliff Pennick	Roy Pickering
Ricky Ellrott	Scott Thompson	David Landrum	Dick Pennick	Alan Kellogg
Bill Niedrich	Ron Zeiss	George Parish	Karen Pennick	Norm Hill
Jim Lundquist	Larry Rose	Herb Kehr	Brett Tallman	

NEXT MEETING July 31

The San Diego Gas & Electric Co. auditorium at 101 Ash Street downtown will be the scene of the museum's next general meeting Friday, July 31st at 7:30 p.m. A slide show featuring sights from recent P.S.R.M.A. excursions will be presented. Nominations of officers for next year is also a tradition of P.S.R.M.A.'s third quarter meeting. Come on down and mingle with the folks who like trains....and bring a friend.

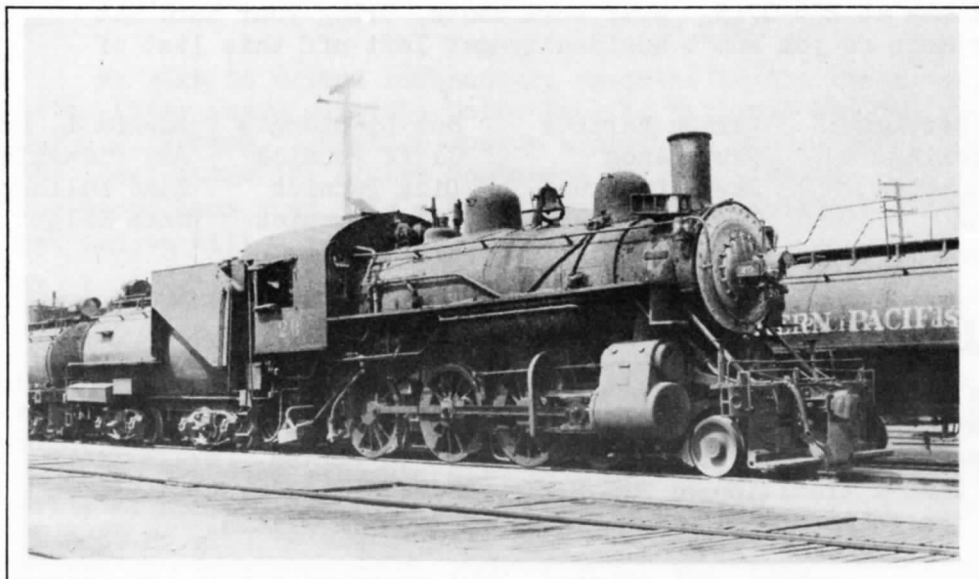
S.D. & A.E. STEAM LOCOMOTIVES

PART III THE "HEAVY" TEN WHEELERS by

P. Allen Copeland and Joseph A. Strapac

While the mainline of the San Diego & Arizona was still under construction, the management began casting about for passenger power to handle whatever service was going to be provided. The leased S.P., Santa Fe and owned freight locomotives were fine for mixed train service, but locomotives designed for passenger service would be required whenever service started. The first locomotive acquired for passenger service must have been a real bargain, as being minus a boiler, it was hardly in running condition. The chassis, tender and assorted parts were purchased from the abandoned Bullfrog-Goldfield via a dealer, and turned over to the Southern Pacific. S.P. built a new boiler for the unfortunate machine, and the locomotive was outshopped as S.D.& A. #20. Esthetically, the locomotive suffered from a smaller than usual smokebox, but the engine seemed to work just fine with the new boiler. When the mainline from San Diego to El Centro was finally opened in December, 1919, the locomotive was put into service pulling the trains for which it was acquired, supplemented by leased S.P. Tenwheelers. It is not known what the locomotive was used for from its delivery in December, 1918, but presumably some useful work was obtained from it.

Additional locomotives were still required for passenger service, and again, some locomotive bargains were acquired from an abandoned Nevada mining road, this time the former Las Vegas & Tonopah. Slightly heavier than the Bullfrog engine, these were in much better shape and required only an overhaul and a new paint job. Four 4-6-0's were purchased in December 1919, and became S.D.& A. 24-27. It was thought that the purchase of these engines would allow the return of the leased S.P. engines, and such was the case for a time, particularly during the 1920-1925 period. However, as the demands on the engines grew with increases in passenger service, the engines, it became increasingly clear, were too light for this service, and the road found it necessary to lease S.P. engines again. By the late 1930's, these five 4-6-0's were only used infrequently on S.D.& A.E. passenger trains, and several of them spent years in the deadline at the S.P. Los Angeles Shops. These two were the first ones scrapped in 1940. The other 4-6-0's found use on the road pulling branch line trains or being leased to S.P. Several even carried S.P. numbers for a time, but all were eventually relettered and renumbered to their S.D.& A.E. numbers. The locomotives continued to see service until 1950 and 1951 when all were scrapped. It should be noted that San Diego & Arizona Eastern passenger service lasted longer than these locomotives when on January 11, 1951 the service was abandoned, still steam powered.



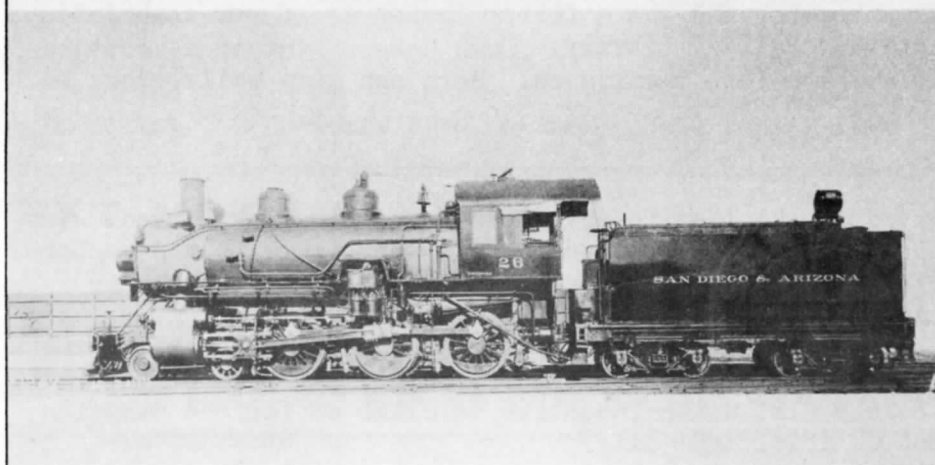
Number 20 is shown here at Los Angeles in 1950 only months before being cut up. Prophetically, the first number the engine carried, Bullfrog & Goldfield #44, was exactly how many years it survived. Photo from Harold Vollrath collection.



20. 4-6-0 Baldwin 29727 12/06
 Class T-57 63"-21"x28"-162000-135000-190-31650#
 Built as Bullfrog-Goldfield R.R. #44. Reno. 12 9/13/08. Boiler destroyed in explosion 12/29/10. Not rebuilt by B.G. Remains sold to Hyman-Michaels Co. Resold to S.P. Co. and rebuilt with new boiler at Los Angeles Shops 11/18. Became S.D.& A. #20, 12/18. Leased to S.P. #2385 6/19/41. Locomotive was operated on the S.D.& A.E. after 4/24/43, however. Changed back to S.D.& A.E. #20, 9/48.
 Scrapped, S.P. Los Angeles Shops, 9/15/50.
21. See locomotive No. 10.
22. See locomotive No. 11.
23. See locomotive No. 12.
24. 4-6-0 Baldwin 31093 6/07
 Class T-58 63"21"x26"-188300-141400-200-31650#
 (as built this class had 57" drivers and 34200# T.E.)
 Built as Las Vegas & Tonopah R.R. #7. Sold 12/19 S.D.& A. #24.
 Scrapped 9/40.
25. 4-6-0 Baldwin 32250 11/07
 Class T-58 (same dimensions as 24)
 Built as Las Vegas & Tonopah R.R. #9. Sold 12/19 S.D.& A. #25.
 Scrapped 9/40
26. 4-6-0 Baldwin 32251 11/07
 Class T-58 (same dimensions as 24)
 Built as Las Vegas & Tonopah R.R. #10. Sold 12/19 S.D.& A. #26.
 Leased to S.P. #2386, 9/19/41. Changed back to S.D.& A.E. #26, 9/48.
 Delivered for scrap, 11/2/51, National Metals & Steel Co., Terminal Island, Calif.
27. 4-6-0 Baldwin 32360 12/07
 Class T-58 (same dimensions as 24)
 Built as Las Vegas & Tonopah R.R. #11. Sold 12/19 S.D.& A. #27.
 Leased to S.P. Co. 6/14/46. Returned to S.D.& A.E. 5/23/47.
 Scrapped, S.P., Los Angeles Shops 12/7/50.



S.D.& A.E. #27 is shown at Plaster City while helping S.P.#2362, another 4-6-0 on a westbound freights, in December, 1947. Use of the 4-6-0's on freights was not common, but did happen. Photo from the Harold K. Vollrath collection.



Number 26 poses for a formal portrait in its new S.D.& A. livery soon after arrival from the Las Vegas & Tonopah Railroad in 1919. Photo from Stuart Liebman collection.

Membership News

by Tanya Rose

I am happy to report that these past two months have seen an especially outstanding show of support from our members. First of all, we now have five new additions to our life membership ranks. Member number five is Norm Hill, number six William C. Evans, Jr. number seven Daniel Robirds, number eight Dr. Richard H. Tullis and number nine is Bradley H. Bauman. Second, Larry Rose and new members Bill and Laura Lilienthal have donated to our needy members fund to help some very worthy folks continue their memberships in P.S. R.M.A. Also, another Santa Fe special agent, Gena Osborne, has added her good name to our roster. Last but not least, our Board of Directors have named Walter H. Barber, Jr. and John Maxwell as our first life patrons because of their outstanding contributions to our organization. We can take a lot of pride in what we are making happen thanks to all of you and these new members who also wish to support our cause.

REGULAR MEMBERS

Robert W. Carlisle	Barbara Goodell	John A. Orcutt	Walt Stringer
Carol Dexheimer	Donald W. Hitchcock	Robert W. Reed	Leo J. Breault
Karen K. Dundas	Steve Mateer	Ann H. Shaw	Ben J. Carpenter
Larry Enoksen	Jose M. Montoya	Ruby Smith	Verna Eastman
Ralph C. Frank	Alice J. Honig	Gary W. Langley	Checker Cab Company
Grace M. Moran	Connie E. Pace	M. O. Starr	J. George Pressler
Karl B. Stephens	Dale L. Umphrey	J. E. Wollam	Eleanor W. Welgoss

CONTRIBUTING MEMBERS

Julienne G. Bayliss	Dorothy Knittle
Alfred M. Bispo	Gena Osborne
Helen French	Charles Amos
Richard Wooster	Tanya Wooster

LIFE MEMBERS

#5	Norman R. Hill	Wally Barber, Jr.
#6	William C. Evans, Jr.	John Maxwell
#7	Daniel Robirds	
#8	Dr. Richard H. Tullis	#9 Brad Bauman

LIFE PATRONS

FAMILY MEMBERS

Robert L. & Kathryn Baldwin	Don & Nancy Getz	Elmer & Barbara Hopkey
David C. & Linda L. Busk	Robert & Jilaine Getz	Kenneth & Mina Hostetler
Jim & Peggy Cozza	Joseph & Alice Goffeney	Mr. & Mrs. Edward F. Durbeck
Robert & Leslie Crowley	Juan, Martina & Mary	Paul, Barbara, Patti & Kathleen Foley
Frieda, Shelly, & Christine Eklund	Louise Hidalgo	Mr. & Mrs. David E. Kessinger
Jim & Sophia Hitchcock	Bill & Laura Lilienthal	Mabel Schadler & Helen Ball
Charles W. & Ann M. Parfumorse	Don & Dorothea Wright	Jack & Theda Benson
Ronald Sinnen & Julie Hocking	Richard, Valerie, Kurt	J. Eric & Pauline Keel
Bob, Mary, Catherine & Robert Eikel	& Karl Schwing	Jerry J. & Anne D. Nichols
L. H. & Lillian V. Williams	Bruce & Mildred Fowler	Richard, Ella & Charline Stahl
	Joyce B. Tullis	

IN MEMORIAM

We wish to extend our sincere sympathy to the families of Loren Sawyer who retired after fifty years with the Union Pacific Railroad and had recently joined P.S.R.M.A. and David C. Hobson, long-time museum member who was a former treasurer of our association, and loyal supporter of the Southwest Railway Library. Dave Hobson sent in a donation to the Campo Land Fund only a few weeks before passing on. Both men were railroaders to the end and we will miss them.

By-Law Changes

The by-law changes presented in the last issue were overwhelmingly approved. Two of the five ballot propositions were passed unanimously, the dues increase and membership category changes. Only three negative votes were counted for the other three procedural issues; a landslide endorsement!

The new dues schedule will take effect gradually and old museum membership forms will, of course, continue to be honored as they come in. The old Life Membership rate of \$300.00 will be extended to July 31st as an incentive to climb on for the duration before the rate goes up to \$500.00 after that date.

Excursion News

by Ann McVeagh

The Spring/81 series of trips has been completed and the Excursion Committee will be setting up a calendar of excursions for fall and winter. Watch for the announcements in the REPORT. Already planned and rapidly filling up is our South American rail adventure, October 10-23. See the flyer in this REPORT. And don't forget the ROBERT PEARY trip on June 7th to see Camelot. There will be a late summer trip to Hearst Castle--- watch for date!

Suggestions for trips in the coming season include more Puerto Penasco overnights, using Jack Stodelle's "Mexicali Rose"; Guadalajara; a bus/plane or train/ferry journey to Santa Rosalia in Baja California Sur to visit the vintage French railroad equipment located there; a colonial cities tour in central Mexico which would include San Miguel de Allende, Guanajuato and Queretero; plus probable return visits to Copper Canyon and Alamos. There are many options, so if you have an idea please contact the Excursion Committee or come to the next Excursion Committee meeting, June 4th, 7:30 p.m. at the Director's home, 1691 Lisbon Lane in El Cajon. Phone 444-3808 for directions.

This was the busiest spring ever for the Excursion Committee. Starting the end of March with the overnight trip to Puerto Penasco, followed by the one day trip to Puerto Penasco on April 4th. On April 25th we left with two Pullmans bound for Copper Canyon. As usual, it was a lovely trip, with many excursions into the canyons for the spectacular scenery, dancing every night, good food and fun for all. It is a trip we wish everyone could go on sometime. We were delayed coming home because of a derailment at Hermosillo, so the passengers got to spend a nice day in Guaymas until a shoo-fly was constructed around the overturned freight cars. We arrived the next day in Mexicali, rushed back to San Diego and flew up to Sacramento that night for the Rail Fair. Pant, pant! Many thanks to Eric and Ellen Sanders, Henry Lines and Jack Stodelle for taking over so beautifully and getting everybody there in good shape.

The Sacramento trip was a thrill for all who were able to go and we hope to have a slide show at the July quarterly meeting to share the event with everyone. The following Friday we were off to Mexicali again to prepare for the group arriving for the Alamos trip. The journey went off without a hitch and there are now twenty more Alamos fans, wanting to know when the next trip is going to be. Thanks to Shirley Simpson and her hard work on all the trips, and to all who joined us on these excursions. Hope to see you all again.

P.S. Anyone interested in weekend trips to Ensenada this summer and one day guided shopping tours of Tijuana, please call me or drop a note in the mail. Its a great bargain hunting experience and fun for all.

Abrazos,
Ann McVeagh
Excursion Director

Fan Mail

(We wish we could print all of the letters like this we get because they are soul food for our volunteer foot troops.)

The enclosed small contribution toward the La Mesa Depot (or any other project) is a tribute to the many hardworking active members of P.S.R.M.A. who made the December 21 trip to "Evita" such a terrific day for me and my guests. I thought the trip last year to the Rams game was about as great as a day could be but this one was also very super.

There is so much work put forth for these excursions trips from the preparation of the rolling equipment, to the attentive young bar tender, the cooks who made the home made salads and soups, the volunteer waiters, to Jim Lundquist who got us on the bus and back to the train on time. Even the weather cooperated as it was clear of fog on the really beautiful section along the ocean where it is so much fun to watch from the rear platform.

Thank you P.S.R.M.A. members who do so much work and most important, seem to have so much fun while doing it. Also a big hand to Larry and Tanya Rose for the great job on the REPORT. It is informative and easy to read.

Sincerely,
Henrietta Kecskes

Exhibit Staffers

by Tanya Rose

The quality of our staffers never fails to impress me. There is such caring and real dedication shown that we can all be proud these wonderful folks are our ambassadors at our Embarcadero exhibit. Jo Pressnall and Wilma Steele ably coordinate this activity, making sure our cars are staffed, John Ashman and his family had the PEARY and #1509 sparkling from their thorough house cleaning, Bill Evans contracted for and delivered the cups we are selling on the PEARY, The Di Giorgio family, Ray Archer and Ron Zeiss staffed weekends and during the week. Ray is such an enthusiastic and knowledgeable host and Ron's dedication not only of time but in assuring visitors a warm welcome makes him so special. Bill Niedrich, Wilma Steele and Ed Smith back Jo up when she's out of town and drop by the cars to see if all is well. No wonder our donations continue to climb....some days we get over \$90.00! Jim Bradley graciously hosted the Young Historians group and they recorded an interview with him on the car. Who knows how many young lives were influenced by this contact? I could go on and on, but you get the idea. Nick Kimler's people counter has "clicked in" as many as 856 people a day! How fortunate we are to have each of the people listed here as staffers.

Nick Nichols
Ray Archer
Bob, Linda, David,
Daniel & Debbie Di Giorgio

Ron Zeiss
Bill Evans
Rebecca Archer
Dick & Barbara Pearson

Al Vartanian
Adalaida Stanley
Max Miller
Roy Pickering

Staffers Needed

A La Mesa Depot Staff Pool is now forming. If you would like to spend an occasional weekend afternoon lounging in our spotlessly restored little depot and shoot the breeze with passers by, please call 697-0304 weekdays or the depot itself, 465-8444 on weekends, to sign on. We should have our formal opening in July or August. We want to make the depot the center of life again for small town La Mesa as it was for sixty years. After twenty five years as a chicken coop in Lakeside, the depot is back and its better than ever!

HERE'S HOW TO DO IT

P.S.R.M.A. staffed a booth at a downtown San Diego "All About Downtown Fair" in April. Museum literature and information was dispensed at the three day event which also included the display of a new San Diego Trolley car. The beautiful $\frac{1}{2}$ " scale model of Pullman heavyweight car "Elkhart Valley" donated by Greg Barton some time ago was on display. Slides of museum equipment and events from Eric Sanders collection were also shown. Thanks to the following members for staffing and drum beating for P.S.R.M.A.: Rebecca Archer, Jim Lundquist, Bill Niedrich, Ray Archer, Roy Pickering and Bob and Linda Di Giorgio. We missed the names of several others who stopped by for brief relief duty, and thanks all of you for helping out. Staffing is easy and fun. If you like to talk to people from all over the country and the world, volunteer as a P.S.R.M.A. exhibit staffer!

Bees ?

One of our steam locomotives, E. J. Lavino #10, arrived in town in January with a few thousand "hobos" that had hitched a ride all the way from Riverside. A bee hive had been established for a number of years in the steam chest of #10 and removal was a high priority with the engine now in the middle of downtown La Mesa. A local bee expert, Al the "Bee Doc", donated his services and recruited our own fearless Robbie Smith to help his crew take off the inspection plates. Robbie ruined a new bee suit as he came out of this experience covered in coal smoke residue, grease, sludge and honey. He also survived several bee stings in proving that even a bee suit is not fool proof protection when an angry hive tries to defend their home.

The "Bee Doc" was so impressed with the way Robbie calmly went about his business while literally covered with angry bees that he offered him a part time job working with his bee removal crew! Thanks to all for taking care of this "sticky" situation.

Attention Trolley Fans

A fitting salute to M.T.D.B.'s launching of the San Diego Trolley is being planned by P.S.R.M.A.'s traction fans and has been dubbed "Project Aquarius" by Project Chief Eric Sanders. P.S.R.M.A.'s participation in the opening ceremonies and support for the beginning of operation will be discussed at a meeting May 29th, 7:30 pm in the Community Room of Allstate Savings and Loan, 396 North Magnolia Avenue in El Cajon. All trolley fans and interested members are invited.

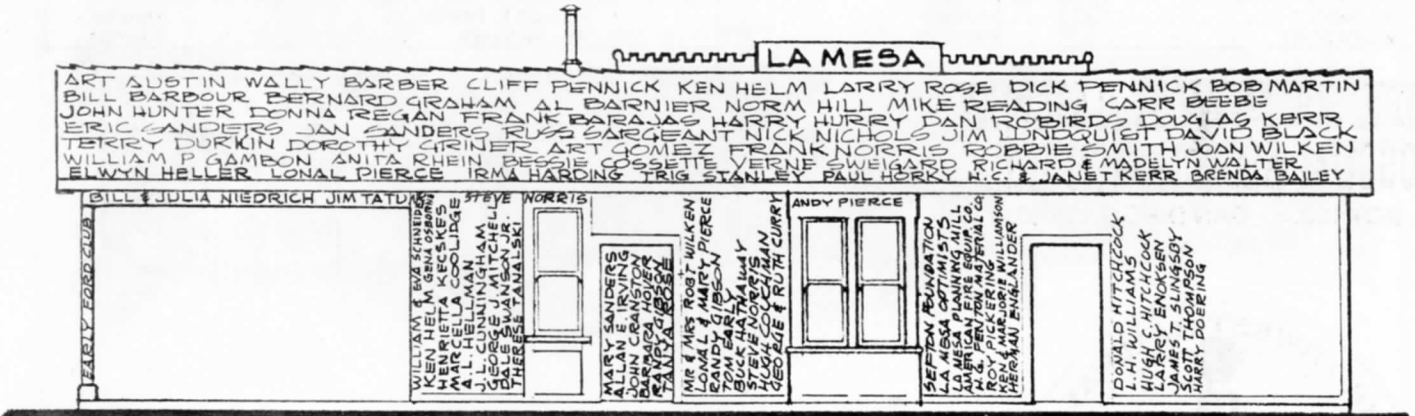
Another meeting for traction fans is being planned for a date in June to be announced. The meeting will feature film and slides of San Diego Electric Ry. Co. and a planning session for the restoration of P.S.R.M.A.'s two San Diego Electric Ry. artifacts; the 1926 White Line truck and the body of car #201. Other activities for P.S.R.M.A. juice fans will also be discussed. If you would like to attend either meeting write or call Eric Sanders, 7861 Normal Avenue, La Mesa, CA 92041 or call 469-1288 to indicate your interest.

La Mesa Fund Raising Progress

A total of \$2,270.00 has been raised for the depot and has been duly spent. (See work report elsewhere in this issue.) We are close to wrapping up another super accomplishment for P.S.R.M.A.'s volunteers. Donald W. Hitchcock has joined the 100 Club this month. Putting their names on the depot silhouette this month also are L. H. Williams, the Early Ford V-8 Club of San Diego, Gena Osborne, Bob Martin, Herman Englander and, all the way from Scotland, Kenneth and Marjorie Williamson! Here are the volunteer labor hour leaders.

#1 Larry Rose 835 hours	#5 Eric Sanders 121 hours	#8 Steve Norris 84 hours
#2 Harry Hurry 245 "	#6 Norm Hill 111 "	#9 Bill Barbour 82 "
#3 Robbie Smith 165 "	#7 Bob Martin 94 "	#10 Hugh Couchman 70 "
#4 Mike Reading 162 "		

Not counted is time spent on architectural drawings, historic research and miscellaneous running around done away from the depot site. Thanks all, workers and financial backers alike, for a super effort. Now let's make the last run for home!



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 _____



PHOTO OF THE MONTH



Chief Special Agent Carl Ball, left, Tanya Rose and J.J. Gomez, San Diego Assistant Division Special Agent, are shown here in a photo taken from a recent issue of SANTA FE MAGAZINE which goes to all employees of Santa Fe nationwide. The accompanying article praised PSRMA's own Railfan Patrol, our answer to railroad vandalism, tracing its beginnings to Santa Fe's involvement when Chief Ball recognized that... "railfans are a vast, untapped resource". He contacted National Railway Historical Society President V. Allan Vaughn in Chicago and formed the nationwide Railfan Awareness and Assistance Program. Vaughn, in an NRHS newsletter wrote: "The program has been a stunning success to date. While the problem obviously is not peculiar to the Santa Fe, they have made a serious move to fight back with all weapons in their arsenal...including the railfan community". Congratulations to Santa Fe for showing the way to other railroads who heartily endorse Ball's presentation of the RAAP concept. With men such as him and his agents (only three out of 600 applicants get to be Santa Fe special agents!) along with the high quality of its other employees, no wonder Santa Fe won the highly prized Harriman Award for the seventh time in ten years as the nation's safest railroad!

REPORT

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