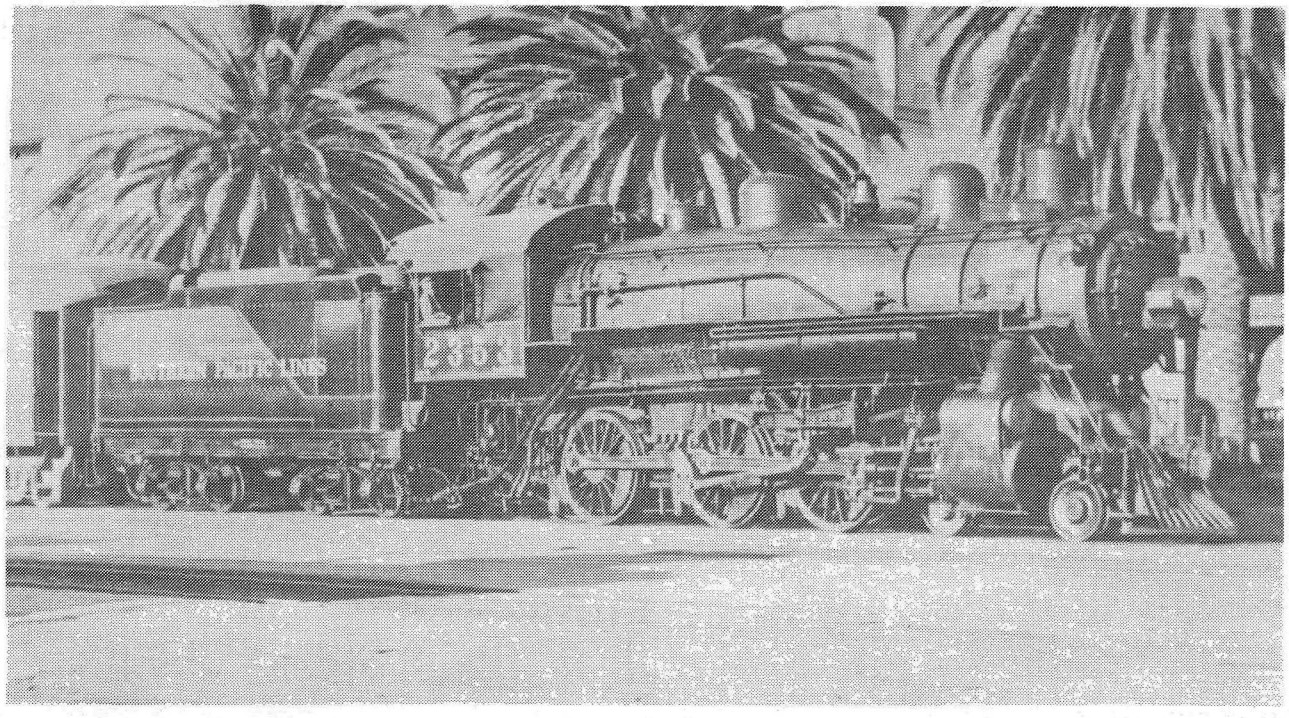
Nov.-Dec. '84 **REPORT** No. 195

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



SP TEN WHEELER DONATED!

Have you ever looked at an old photo of a steam locomotive and wished it was in existence today? This photo from the museum library shows a locomotive of classic lines in front of the San Diego Depot ready to pull out with S.D.& A. train No. 4 about 1928. This old steamer has somehow hurdled the obstacles of time and the scrapper's torch and does, indeed, survive today as the latest addition to our stable of iron horses. No. 2353 has been donated to PSRMA by the directors of the mid-winter fair in Imperial County. The 1912 Baldwin product has been on display at the fairgrounds in Imperial, California (some fifty miles east of the museum) since 1957, and has been treated very kindly by the arid climate. It will soon be treated very kindly in the PSRMA engine shop as it is restored for operation at our living railroad museum at Campo.

The story of this long sought acquisition and the wrap-up of our finest year yet is featured in this issue of the museum publication. Happy New Year!!

SP 4-6-0, HARRIMAN COACH DONATED!

Some great news has arrived from neighboring Imperial County. The 45th Agricultural Board of Directors voted to give their locomotive and coach to your favorite railway museum. The 1912 Baldwin built ten wheeler and a passenger coach of classic Harriman lines have been on display at the fairgrounds at Imperial, California for nearly thirty years. The agricultural association, with PSRMA operation on SD&AE (SD&IV) now a certainty, decided we would make a better home for the engine and car than the isolated fenced plot they have occupied for so many years.

Museum Executive Director Jim Lundquist, along with Board of Trustee members John Baldwin and Jack Stodelle, made the first presentation to the fairgrounds operators two years ago and followed up in October with an outline of proposed museum operations that link Imperial County with San Diego. Larry and Tanya Rose and Terry Durkin also ventured to Imperial for meetings with the fairboard. Jim Lundquist, who loves trains more than baseball, gave up World Series tickets in order to make the October meeting! This acquisition effort was certainly more important that San Diego's first ever championship baseball game!

The number of park locomotives suitable for restoration and operation are becoming extremely scarce. This pair of Southern Pacific veterans have been treated well by the dry climate of Imperial County and, because they were used on the SD&AE, were prime candidates for the PSRMA collection. The old steamer is in especially good shape, with only the bell, whistle and steam gauge missing, remarkable when compared to the condition of most park locomotives displayed unattended for thirty years. We are indeed fortunate to get such a complete locomotive which also happens to be the last large steam engine anywhere near the museum and the last with direct historic ties to a San Diego area railroad.

The Harriman style coach that was included in the donation is the first of this type acquired by the museum and is typical of the passenger equipment used on the Southern Pacific subsidiary SD&AE until the end of passenger service on the line in 1951. This car is also in good shape with most of its original seats and fixtures intact. The car was used as a lounge for concessionaires during Imperial's mid-winter fair since it was moved on to the fairgrounds in 1957 along with the locomotive. There has been some rearranging of the interior for this use, but it will not be too difficult to restore to its 1920's appearance. The number of the car has been painted over so many times that we will be unable to complete our historic research until restoration brings its secrets to light. Bob Hanft's new book on the SD&A has many pictures of this type of coach in service on the line, scenes we hope to duplicate when we roll this coach behind the #2353 and our treasured #104.

The photo on the cover of this issue was found in the museum library photo file by the REPORT editor during the waning hours of a typical Thursday night work session. Working through a stack of uncataloged railroad photos is fun in itself, but an audible "whoop" was heard when this photo was found proving that the #2353 was a San Diego engine.

The square tender shown in the cover photo was typical on this class of locomotive in the early days. Tender swapping was common on the S.P. with a different one tagged onto most engines at every major shopping. The long distance cylindrical style tender that it now has was added in later years and is similar in style to the one on our #104 although of larger capacity and with different trucks. It was built in 1921 originally for a series of 2-10-2 locomotives.

The #2353 is a very large 4-6-0 with 63 inch drivers and weighing in at a hefty 208,000 pounds in working order. There were ten engines built in the class T-31 by the Baldwin Works in Philadelphia and they were numbered #2353 to #2362. Being first out in August, 1912, our locomotive is referred to as the "class" engine of the series. One other locomotive of the group survives, the #2355, which is on display in Mesa, Arizona.

Steaming the #2353 again on its old stompin' grounds will be relatively easy compared to our first task, moving the 100 ton beast out of its isolated fairgrounds plot. It will have to be hauled to the museum by truck, a formidable and expensive job. Planning for the move is already underway with Jim Lundquist and Larry Rose doing most of the early investigations. Moving this equipment is going to be a repeat of our successful #104 and #050 project and the following members promptly pledged $1,000.00 each to

kick off the fundraiser: Terry Durkin, John Baldwin, Norm Hill, John Ashman, Ken Helm, Larry and Tanya Rose and Jim Lundquist. Scott Thompson, a starving student at San Diego State, also pledged whatever he could scrape up to help haul this excellent rail hardware the fifty uphill miles to our museum at Campo.

With the museum Board of Trustees already working on the problem of how to get engine #46 down here from Fort Bragg, this latest logistical exercise has fallen mainly on the shoulders of the above mentioned regular museum activists. They had been dreaming of steaming #2353 long before the acquisition of the #46 surprised everybody a few months ago. And now, of course, they want to keep this project on the front burner until they are rewarded with the sights and sounds of this old ten wheeler and its heavyweight coach rolling once again at our home in the mountians about halfway between the cities of San Diego and Imperial. The $7,000.00 plus provided by these people is more than half of the estimated cost of making this move happen. As usual, the first step falls somewhere between our wallets and our checkbooks, and all members are encouraged to help these people push this project to completion.

This is an important and long sought acquisition and PSRMA thanks the 45th Agricultural Association for this superb donation. Thanks also to P. Allen Copeland, Harry Doering and Scott Thompson for providing historic data and photos for this article and the permanent files started for these relics from the age of Steam.

The #2353 rounds out an impressive stable of eight iron horses now in the PSRMA fold and the classic Harriman coach will take an honored place in our equally fine passenger car collection. What a great capper for 1984, a year that saw two steam engines, two diesel locomotives, three cabooses, two heavyweight passenger cars and two freight cars donated to the museum! But we're not through yet. Wait 'til you see what is going to happen in 1985. We can smell the oil smoke and hot valve oil already!!



This is how the #2353 looks today. The long distance tender, power reverse, additional piping and a modified pilot are the most noticeable changes from the cover photo. The coach is now painted silver, but will be returned to traditional green when shopped at the museum. (Harry Doering photo)

Report

Official Publication of the Pacific Southwest Railway Museum Association, La Mesa Depot, 4695 Railroad Ave. La Mesa, Ca 92041
EDITOR Larry L. Rose –:– ASSOCIATE EDITOR Tanya Rose
ONE YEAR MEMBERSHIP
Individual $20.00, Senior/Student $10.00, Family $25.00, Contributing $35.00, Supporting $50.00, Sustaining $100.00, Corporate/Business $100.00
Life Membership $500.00 Seniors over 65 $300.00
Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA or its officers or directors. Opinions which are expressed in signed articles are those of the author only.

Mechanical Department News

John and Henry Get 1809 Running !



The mechanical work on MRS-1 #1809 started in November of 1983 when a bird's nest was removed from the electrical cabinet and the spider webs were swept out of the engine compartment. It paid off on New Year's eve 1984 when John Gieffels and Henry Lines fired off the 16 cylinder beast with a sudden roar and cloud of smoke. The first wheeze and cough of life in more than eight years was recorded in this photo by the REPORT editor at PSRM. A few moments later, John and Henry paused from their back slapping and hopping up and down long enough to pose for their picture (inset) on the running board of a live #1809.

1809 BACK IN BUSINESS

The rebirth of this U.S. Army veteran is the big news this time. John Gieffels and Henry Lines were the team leaders on the successful return of this 120 ton EMD product to the ranks of the living in the afternoon of the last day of the year. That evening museum spectators were treated to a light show as one by one, headlights, cab lights, and running lights were turned on, lighting up the big engine like a Christmas tree. Assisting in the start up and last few work sessions were Dan Mitchell, Barney Barnier, Ron Hyatt, Dan Robirds, Brian Valleau, and former SD&AE mechanic Frank Mollinard. The battery donors listed in the last REPORT didn't have to wait long to see and hear the results of their gift. #1809 runs smooth and sounds great!

After finding out that the locomotive was running on a small amount of strained sludge that had been in it for years, Larry Rose promptly donated a barrel of fresh diesel oil. It takes more than fifty gallons to register on the fuel tank sight glass, so a collection was taken up a week later from those involved for another barrel. The engine has to be run every week for several hours to keep the batteries charged. The engine idles at about five gallons an hour and donations of diesel fuel will always be needed as long as #1809 stays on the museum active list.

John Gieffels, after installing the batteries, only intended to turn the engine over a couple of times when he first pushed the lever. To his surprise the engine immediately made noises like it wanted to start so he held it down a few seconds more and soon the roar emptied the car shop and stopped work elsewhere as all hands came over to help celebrate the results of a lot of knuckle busting work. Many thanks to John, Henry, donors and crew. Next up is sheet metal work and painting to finish up a terrific project.

1820

John and Henry have already started looking at #1809's sister to see about getting it running. Not too many parts had to be borrowed for #1809 but there are a few parts missing to begin with that will have to be gotten from EMD unless a similar power plant can be found on a scrap line somewhere.

E.J.LAVINO #10

The plan to fire this little 0-6-0T by New Years didn't work out. Ken Helm, Brian Valleau, John Ashman and others couldn't get all the leaks fixed and there is still some machine work to do on the throttle and valve gear. This project has been moved to the back burner again to concentrate on #11 and Shay #3 now that the start of operations is getting ever closer.

GENERAL MAINTENANCE

As the museum roster of support equipment grows, Dale Prescott and Jim Enos have been expanding their efforts to keep everything maintained and in service. They rebuilt the carburetor on our old forklift recently and, along with Vern Cook and Mike Reading, have been working on our P.& H. 25 ton crane. We also have a pair of trailer mounted air compressors and an arc welder that are running smoothly, thanks to their efforts. The museum fleet of track cars and speeders is another area of their interest. Ron Hyatt, Dan Robirds, Larry Rose, and Bill Palmer have also been "getting into" speeders and hand cars with a number of rebuild efforts going on as night projects.

Late Breaking News

The Alco RS-2 locomotive and the Southern Pacific bay window caboose have arrived on our spur in La Mesa and the Eagle Mountain Caboose has been delivered to PSRM Campo. More on this in the next REPORT.

Getting Into Training

by Dick Ruppert

The response to the crew training program has been overwhelming! There are over fifty people signed up for the steam locomotive classes, about the same number for the diesel classes, and more for the brakeman/conductor classes. PSRM members are terrific! We are going to have to schedule additional classes to accommodate trainmen (staffers, tour guides, docents). Possibly, these extra classes will be at the museum in late April and early May, right on the railroad while the train crews are getting hands-on experience. More will be said on this later.

Although February 12th's speeder class started out well, with about twenty people in attendance, rain and cold and mechanical trouble with the track cars meant that the class wasn't completed. We'll do it again soon. Those who started will carry on operating in small groups until they are qualified.

Those interested in future classes should contact Dick Ruppert at 8236 La Jolla Shores Dr., La Jolla CA 92037, phone: 619-459-2573.

104-050 FUND

After seventy five years, S.D.& A. business car #050 is finally out of the weather and stashed safely in the museum car shop. S.D.& A. engine #104 has been moved up near the car shop on track two so it will be close at hand to be rolled inside also when track three is finished later this year. This development has given a boost to the fund raising effort for these last of their kind treasures. This is the most extensive and difficult acquisition and restoration project undertaken by the museum and all members are encouraged to participate in building the fund to return these relics to their former glory. If all PSRMA members want to see this happen, it certainly will, but large amounts of cash is the only way to cut down the time it will take. The inside protection is a push in the right direction and the donors listed below are the latest to help give the project the momentum it needs to keep on rolling. Thanks to all!

Robert J. Hannah Ed & Judy Arbuckle William R. Attaway Bart E. Bishop
Robert & Elaine Warner

1985 Excursion News

Empalme/Guamas.....March 1,2,3
One day Puerto Penasco....April 13
Copper Canyon.....April 27-May 5
Heart of Mexico....May 25-June 3

Trips for which plans are being completed

Santa Barbara, two days....June
Hearst Castle.....July
Guadalajara.....October
One day Puerto Penasco...November
Copper Canyon.....November

We have a full calendar of time tested, tried and true, fun excursions ahead of us this year, and we'd love to have you come with us. If you need any trip information from what to wear or take, to departure dates or anything else between, please call me, Corrine Gallagher, at 287-2417. Our trips cater to the hard-core railfan and/or travellers who enjoy a leisurely jaunt to fascinating places, so put on your travelin' shoes, pack your bags, and join us!

ANOTHER RECORD YEAR FOR SAN DIEGO TROLLEY

The annual "State of The Trolley" address by MTDB Chairman Dick Murphy reported another banner year for San Diego Trolley. Ridership was up 20% in 1984 and new single day ridership records were set December 28 and 29 when over 20,000 passengers were accommodated. The farebox recovery rate through the end of the year was an astounding 85%, easily the best in the nation. Contributing to this was the new zone fare structure that went into effect on July 1st.

The east line project got started in 1984 with the first 4½ miles under construction out to Euclid Avenue. Pushing all the way to La Mesa and El Cajon was outlined as the number one goal of MTDB in the years ahead.

Consolidating the bus line, San Diego Transit, with the trolley company is also scheduled for 1985. This will result in a restructuring of MTDB and greater efficiency in transit operations in the San Diego area.

Long range plans outlined in the address included the bayside/airport line and the Mission Valley north line extension. It was stressed that these lines must be in place in the next fifteen years to take the load when our freeway system grinds to a halt.

It is apparent that San Diego Trolley is still the model system for transit planners throughout the country and every effort is being made to continue to be the leader in the nation's rail transit rebirth movement. PSRMA will continue to watch the progress with enthusiasm. The first trolley to our La Mesa Depot now appears to be a near future certainty!

LIBRARY NEWS

Another large donation of hard bound railroad books has been received. Ed Orr of Santa Monica donated 102 mint condition books that were picked up and delivered to our library by Harry Doering, our Superintendent of Administrative Services. Harry did the inventory work on this gift, constantly bogging down as an interesting title caught his eye and he couldn't resist thembing through it.

Steve Norris and Larry Rose also donated books recently. Eric Sanders, Bruce Semelsberger, Roy Pickering, Dale Prescott, Judy Arbuckle and Larry Rose have been the most regular names seen on the library sign-in sheet. Call Eric (469-1288) or Roy (462-3392) to get involved with the Library Committee. The group meets at the library every Thursday night.

697-7762 (MY PSRMA)

This is the number to call for a recorded message on the latest museum activities and/or leave a message for various supervisors, departmental heads, etc.

INDUSTRIAL ARCHEOLOGY
(RESTORATION NEWS)

by Norm Hill

The restoration report is going to be somewhat different. I am going to skip the usual progress report and instead talk about the wonderful people who do all our restoration. Our museum is really fortunate to have some very dedicated, very hard working people. Without them, we would have become a railroad junkyard years ago. Several of these people have worked over thirty weekends on museum restoration projects. This year, 1984, saw this dedicated band improve a C.& O. caboose, a Santa Fe steel "shack", and our S.P. steel car. We also improved a tank car and Santa Fe refrigerator car. They all share a dream of showing museum visitors a part of the American railroading history and tradition. They work for no pay. They tolerate bad working conditions, cold and hot weather, and keep slugging away to improve your museum's equipment. They put up with smoke from blow torches, heat guns, and hot irons. Chemical strippers also take their toll on their skin. They chip away fifty years or more of old paint, dirt, and crud on wheels, trucks, and other undergear to make a car look "new". They are, in the truest sense of the word, heroes and do not know it. They are train buffs first class because they are working to preserve our country's railroad history instead of talking about things not being preserved or saved. This year saw them raise most of their restoration equipment supply funds from their own pockets. I am very proud to work with these very wonderful and highly dedicated people.

The following PSRMA members are the ones our museum owes a big thank you to for all they've done in 1984. They are: DICK MC INTYRE, STEVE NORRIS, BILL BARBOUR and TOM TRAVIS. Special thanks are also due our very talented carpenters TED KORNWEIBEL, DOUG KERR, ROSS ROBINSON, and FRANK COOKE. WESTERN SANDBLASTING's LOYD GAGE provided us with his big sandblasting rig and operator, saving us months of hard work in just a few hours. His shop also took care of countless smaller items at no expense to us. DR. DAN MARNELL, one of our active board members, bought S.P. caboose #1061 and funded all its restoration. He and his wife Debbie are frequent workers. She also brings us donuts, coffee, and other "goodies" to snack on. Debbie has even recruited her sister Eileen Blackwell to work. GEORGE THAGARD, who donated and moved his C.& O. caboose to the museum, donated $500.00 to allow us to complete its restoration and even supplied numerous parts and tools for the job.

LARRY ROSE did a very professional job of lettering our Santa Fe refrigerator car, the Coahuila y Zacatecas locomotive, and our C.& O., Southern Pacific, and Santa Fe cabooses. Larry also assisted us with some of the painting, carpentry, and roofing tasks.

Some people do a lot of what I call "homework". HARRY DOERING, DICK MC INTYRE, DOUG KERR, FRANKE COOKE, "BARNEY" BARNIER, and DAN MARNELL do a lot in their home "shops".

I want to thank all of the folks in 1984 who are involved in other important museum work yet still find time to assist us. Thank you ROGER GARRETT, JIM HAMILL, JACK O'LEXEY, JOE HARTMAN, GEOFFREY SHEPHERD, SCOTT THOMPSON, JIM LUNDQUIST, GEORGE HEFLIN, and DAVID DI GIORGIO.

Finally, I want to thank all the other members who worked on equipment restoration at least one weekend during the year. Many of you worked two or more times, and all of you together were a big help in 1984. We hope to see more of you in 1985. Thank you, Cliff Pennick, Randy Gibson, Geoff Gibson, Joel Cox, Ron Milot, Bob Nickles, Martin Nemerever, Mark Baryla, Stanley Bartlett, Tim Floersch, David Lyman, Gary Handy, Diane Ferriby, Peggy Secor, Will Kinum, John Speed, Ken Locke, Phil Abbey, Warner Rogers and Robert Green.

In 1985 I would like to see more of the membership involved in restoration work. Remember, the museum railway equipment LOOKS AS GOOD AS YOU WANT TO LOOK. We offer a variety of equipment to improve, steam engines, diesels, passenger cars, freight cars, and cabooses. Come out and "adopt" a car. Come out once a month. Another thing you can do is FUND a project. If you really like a particular railroad, show it by funding or working on equipment from that railroad! We now have equipment from the San Diego and Arizona, Southern Pacific, Santa Fe, and Union Pacific that really need YOU! We also need people to ask paint, lumber, and sandblasting companies for ONE donation in 1985. A person who can get sandblasting and paint donated could accelerate our restoration ten-fold. See you soon!

PSRM Campo

The "Carriso Gorge" is inside! S.D.& A. business car #050 was rolled inside the car shop before the end of the year, out of the weather for the first time in its life which began back in 1910. The track troops made this possible by getting the ballast work done on track two in record time. Several things came together at the right time to get this work done in two weekends.

The decomposed granite ballast came at no cost from a nearby pit along the S.D.& A.E. (S.D.& I.V.) right-of-way. A dump truck and loader loaned by board member Bob Eikel did the transport work. Dan Robirds operated the loader; Jim Lundquist, Joel Cox, Brett Tallman and Shawn Eriksen shared truck driving duties. Tanya Rose, our Membership Director,(Railfan Of The Year for 1984) helped with the rake and shovel work along with Larry Rose, Doug Green, Geoff Shepherd, Jim Hamill and the above mentioned truck drivers. Tanya also provided lunch that day for the foot troops.

After the ballast was hand spread, the "Yellow Crab Co." (the big tamper owned by board member Wally Barber) was brought up to do the final track leveling and compacting. Jim Lundquist was the tamper operator. Larry Rose and "Barney" Barnier handled the leveling bar, working to alignment stakes set by Russ Kimball. Ed Gaede (the mystery member from the last newsletter!) helped Russ with the survey work. The tamping continued until nearly midnight to make the #050's permanent parking space as perfect as possible.

A few weeks later, ATSF wooden caboose #1413 was also pushed inside with Coos Bay Lumber 2-8-2T #11 doing the work. 0-6-0T #10 was next to be rolled inside on track two. Building and Utilities Director Barney Barnier got a little anxious about the steam engine possible setting off his fire sprinkler system, and was eager for this exercise to be over with.

Another of Barney's electrical projects is nearly finished. Assisted by his son Bob, Barney has been replacing the existing light fixtures in the car shop over track three with efficient state of the art units that give us twice the light using half the juice of the old 250 watt incandescent bulbs.

Arriving right on time, along with the Canadian honkers that winter in the Campo meadow, was our Ottawa Snowbird Ross Robinson. Ross is a first-rate carpenter and will be working at the museum at least two days a week until the spring thaw in late March, when he will head back home. Ross has been busy hanging doors, working on caboose restoration, finishing drywall in the lounge and anything else that he notices that needs his talents. It's amazing what impact one person can have at the museum.

Scott Thompson cleaned up and rearranged the tool room and restacked all of the wood on the opposite side of the shop in some heavy duty racks he made. George Heflin and Larry Rose were also involved in cleanup in the wood shop area.

Scott, Dana Graham, Larry Rose, Barney, Jim Lundquist, and Joel Cox were involved in the installation of the inspection pit floor. The 24 inch square by 20 foot long pit wall timbers were lowered into place with our P.& H. crane piloted by Vern Cook. They were donated and delivered by Wally Barber. All components to finish the pit, located in the middle of track three, including air and electric outlets, are on hand and everything including the backhoe that dug the hole was provided at no cost to the museum.

The lounge ceiling is finished at last. Dick Ruppert painted it after Jim Lundquist, Ray Lethbridge, and Larry Rose finished the drywall taping. Barney hung new flourescent lights as soon as the paint was dry. Meanwhile, Paul Bortell with Ross Robinson assisting, finished hanging drywall in the hall between the lounge, kitchen and parts room.

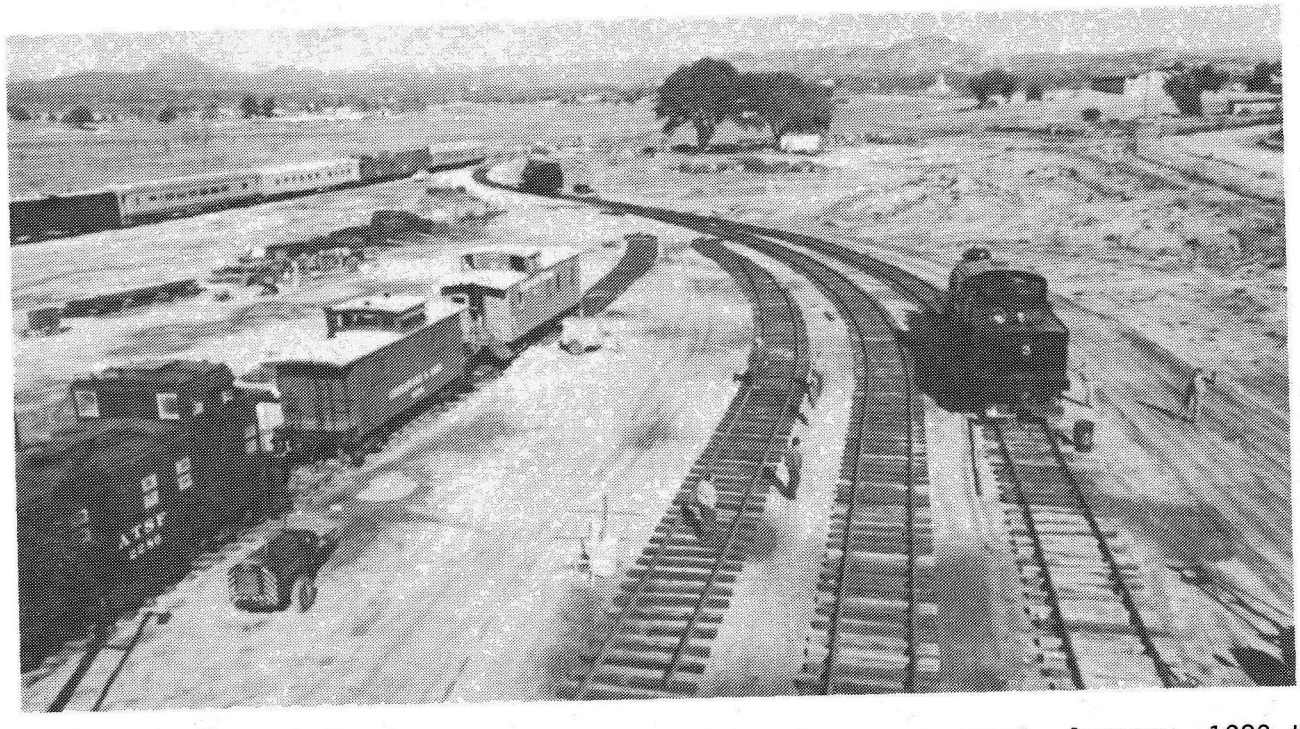
Grading for the lower car barn is nearly finished. John Thomas provided a bulldozer and road grader and followed Russ Kimball's survey stakes, cutting, filling and compacting a level pad for the future four track building.

Meanwhile, in the tie yard, fourteen bundles of ties were plugged and banded for use on the S.D.& A.E. (S.D.& I.V.) mainline. These were selected for their excellent quality to replace some four hundred ties in the seven miles between Campo and Clover Flats, the first phase of PSRM's steam train operation. The tie pluggers were Jim Lundquist, Larry Rose, David DiGiorgio, Joel Cox and Geoff Shepherd.

The museum has been in full swing this winter with much more work to do than people to do it, our usual situation. The jumping off place is still the La Mesa Depot every Saturday morning at 8:00 a.m. Show up and get involved in your railroad museum; no experience necessary!

TWO YEARS OF PROGRESS AT PSRM





These photos by the REPORT editor were taken two years apart, January, 1983 to January, 1985 from the car shop roof at PSRM. 104 weekends of work by our dedicated volunteers is finally showing quite visible results!

La Mesa Depot Staffers

by Adalaida ("Trig") Stanley

Good news! More and more staffers are signing up to play host one day a month. Natch, allowances are made for vacations and unexpected events. We have some wonderful members who tell me they will fill in at the last minute. It's great, let's have more of you step forward and sign up. It would mean a lot to us all if you could help out. By the way, Campo needs docents on weekends. The work crews are so busy on restoration and you could ease the pressure on them, enjoy the fresh country air and see for yourself the fabulous progress they are making. If this sounds like a pretty good deal to you call me, Trig Stanley, at 444-1648.

My thanks to all of you who staffed during September, October and November. I'm sorry you didn't get credit in the last issue of the newsletter due to my illness so here is my grateful acknowledgement of your very important contribution to PSRMA. All members listed here are much appreciated and we thank you!

Jack Ebey (2)
Don Pope
Bob Hull
Trig Stanley (4 plus)
Robin Johnston
Kay Montgomery (2)
Ken Buckman
Marge Becker
Evelyn Early
Margaret Collins (2)
Mabel Perrotti (2)
Judy Arbuckle
George Heflin, IV
Mike Retz (2)
Dee Duncan (2)
Roy Pickering
Bruce Semelsberger
Margaret Barksdale (6 plus)
Russ Stockwell
Pearl Smith (3)
Lucille Donavon
Dorothy Cotton
Scott Johnston
All Ellis
Pat Kettler
Julius Acevez
Frank Kearney (2)
Dan Botkin (2)
Hallie Holmes
Eric Sanders (4 plus)
Bill Niedrich
Ann McVeagh
Max Miller
Tom Early
Lyle Cotton (2)

STAFFERS FOR DECEMBER AND JANUARY

Russ Stockwell
Bill Niedrich (2)
Margaret Barksdale (3)
Kay Stout
Arlen Hurt
Eric Sanders (2 plus)
Julius Acevez
Mike Retz (2)
Dan Botkin
Don Pope
Jack Ebey (2)
Bea Akers
Trig Stanley (3)
Ruth Kabler
Ed Arbuckle
Glenda Jo Cox
Margaret Collins (2)
Scott Johnston
Joe Laurent (2)
Pearl Smith
Bud Cox

Harry Doering and Ted Kornweibel put up the new redwood signs for the La Mesa Depot Museum. We now have one facing Spring Street and one facing La Mesa Boulevard. The signs are much easier to see now, being raised up about 2½ feet. They really look great and you can see the one facing La Mesa Boulevard as far down as the stop light at Allison and Spring Streets.

Bruce Semelsberger and Harry Doering painted the floor of the depot last month. Harry has been leading the charge on the maintenance on our station lately, keeping it clean and sparkling. Thanks to Harry, Ted, and Bruce for taking such good care of the only surviving San Diego & Cuyamaca Railroad depot!

Life Members Plaque Installed At La Mesa Depot

Margaret Barksdale has donated a brass plaque listing all life members and the dates they joined. A photograph just can't do it justice, so do stop by and view it for yourself. It's a classy touch to our award winning depot from a very classy lady. Thanks, Margaret! We hope many more names will be added to this list in the future!

1. Herbert G. Kehr
2. Larry L. Rose
3. I. O. Garcia, Jr.
4. Frank Barajas
5. Norman R. Hill
6. William C. Evans, Jr.
7. Daniel Robirds
8. Dr. Richard H. Tullis
9. Bradley H. Bauman
10. William D. Barbour
11. Victor Koenigsberg
12. James H. F. Collins
13. H. Chalmers Kerr, Jr.
14. H. A. Hurry
15. Grant R. Beals
16. Bob (Robert L.) Kern
17. James Hamill
18. Christian S. Ferguson
19. James J. Lundquist
20. R. Willett Kinum
21. Rosalie Ohre
22. Edward Duling
23. Hazel Duling
24. Duane B. Leal
25. Russell C. Joslin
26. Charles J. McMahon
27. John D. Corder
28. Rev. Kathy Askew
29. Rae E. Gay
30. R. Don Geelan
31. Dorothy M. Corder
32. George N. Coleman

644 FUND

Donations to this caboose restoration project in memory of Hal Johnson continued to arrive last month. DELAWIE/BRETTON/WILKES ASSOCIATES AIA (the REPORT editor's company), DUNN LEE SMITH KLEIN & ASSOCIATES and GEORGE R. SAUNDERS ASSOCIATES, all firms in the architectural business who knew Hal, have sent in cash for this project. Other donations were received from Mrs. Nina Gustafson (Hal's grandmother), Milton Jones, Tom Travis, and Steve Norris. Tom and Steve are regulars on the team restoring this caboose and they have started work stripping and sanding the wooden exterior already. Thanks to these companys and individuals, the war chest for this project is up to $1,500.00!

MEMBERSHIP DIRECTOR STARS AT ANNUAL BASH

The scene of this year's annual dinner was the old Bostonia Ballroom in El Cajon, now remodeled into a Mexican theme restaurant, the "El Amigo". The music of Hank Williams, Johnny Cash, Ernest Tubb, Roy Acuff, Smokey Rogers and other country music greats of the 1950's once rang on the stage of this old building. To this list we can now add Tanya Rose, who picked guitar and entertained the members with a selection of old and new railroad songs and ballads. Tanya was also honored as the museum's "Railfan of The Year" for 1984 for her eight years of outstanding service as membership director, exhibit staffer, newsletter typist, ballast shoveler and kitchen specialist at PSRM Campo. The award was presented to a standing ovation by husband Larry, who also joined Tanya later to pick mandolin on a couple of tunes "Will There Be Any Freight Trains In Heaven" and "Life Is Like A Mountain Railroad".

Roy Pickering set everything up for this year's bash and also put together a great video tape of museum development over the last few years. Special thanks to Sims Davies, Bob Bickley and others who donated rail items for the raffle. Nearly 200 members attended this year's dinner, an all-time record, and a fun evening was had by all!

RAREST OF RARE MAPS DONATED

In 1855, San Diego's very first railroad survey was completed with a route plotted over much of the right-of-way actually built by the San Diego and Arizona Railway some seventy years later. A second survey was done in 1869 of a more northerly route east that joined the 1855 scheme at Yuma, Arizona. The original map, with both surveys shown, has been donated to PSRMA by Dick Engle, General Manager of the new San Diego and Imperial Valley Railroad. Dick is the former chief clerk of the old S.D.& A.E.

Larry Rose had bird-dogged this rumored artifact for years and accepted the gift on behalf of the museum in front of the members at the annual dinner. Dick Engle is probably very happy to have the pestering stopped and the museum is very happy to have this earliest known San Diego railroad document.

The linen backed map is hand drawn and colored and is lettered as the official survey of the San Diego, Gila, Southern Pacific and Atlanta Railroad Company. The map is twelve feet long and includes the elevation profile of both routes along the bottom. There were less than four hundred residents in San Diego in 1855 clustered in a few shacks in what is called the "Pueblo of San Diego" on the map in the area now known as Old Town. We doubt that there is any locally produced map older than this in existence.

Members are invited to drop by the museum library in La Mesa any Thursday evening to examine this well preserved sepia tinted rarity. Call Eric Sanders at 469-1288 or Roy Pickering at 462-3392 to arrange a weekend look-see.

ROBERT PEARY FUND

A check for $500.00 was received for this project from Chris and Walt Conklin, Frederick Deibert and William Clelland in memory of John Juliussen. When combined with funds donated in memory of Ray Archer last year, the restoration account is up to $2,500 for this grand old car. Plans are to refinish the lounge first, taking it back to its original C.B.& Q. decor, with period furniture and all. John and Ray would have loved it!

Honor Roll

The magic of PSRMA continues unabated. The membership continues to gang up to make things happen. Rare railroad items find their way to us, mostly unsolicited, many from unlikely sources. This section of REPORT is set aside to recognize and thank the many people who have donated cash, goods, and services to the museum who have not been mentioned elsewhere.

A. LA VIELLE LAWBAUGH of San Luis Rey donated a large steam locomotive bell and yoke that just happens to be the right size to replace the one missing from engine #2353 just acquired. What great timing!

DON WRIGHT of San Diego has donated more photos and memorabilia from his father's days as an engineman on the Union Pacific. H. F. "Bobby" Wright went firing on the U.P. in the heyday of steam, later becoming engineer of the #844 (now the famous #8444). The late H. F. Wright was so fond of the "hogger" who taught him to run locomotives that he wrote a poem steeped in railroad lore and jargon which is reproduced elsewhere in this issue.

WALTER E. BIGGS of Oceanside, a retired Santa Fe conductor, has donated all his old uniforms, hats, buttons, and badges. We now have a closet of uniforms that show up from time to time on our own volunteer train crewmen.

RICHARD E. JACKSON of San Diego, a retired Santa Fe "hogger", donated a 1950 locomotive cyclopedia and several timetables to our growing library collection. The book was given to the REPORT editor at the museum's annual dinner, and just happened to fall open to a Fairbanks-Morse advertisement featuring our own Model H20-44 2,000 h.p. engine which was the demonstrator for this series of locomotive. Is it all just a coincidence?!

CLYDE EASTERLY of Van Nuys donated a small "warehouse" full of railroad passenger car parts, including many light fixtures, luggage racks, wash basins and fittings, stainless steel door hardware and miscellaneous interior furnishings. We just happen to have several cars in the museum collection that need this kind of gear to be returned, complete, to their former glory. (JIM HAMILL hauled all this stuff to the museum.)

HERZOG CONSTRUCTION COMPANY, now working on the San Diego Trolley east line extension, is back again with the donation of a complete switch kit with ties, switch stand and all.. JIM LUNDQUIST, DUANE LEAL and MIKE READING did the loading and hauling with a dump truck loaned by board member BOB EIKEL.

KAREN PRESCOTT donated a set of copy negatives and prints of old photos of F.D.R. speaking off the platforms of various observation cars in the late 30's. These will be used for a display in our ROBERT PEARY which was also used by this president in his 1935 campaign.

THE "WHATEVER" DONORS are back again to provide a safety valve fund to bail out PSRMA projects that are scraping the bottom of the barrel. This time, it is locomotive and equipment fuel (we have to run our gas and diesel powered equipment to keep the batteries up) and the library fund. The are: TERRY DURKIN, JOE RICHERT, JR., P. ALLEN COPELAND, ROBERT M. HANFT, LARRY GRANFIELD, JULIE HOCKING, and MICHAEL RENEAU.

LA MESA DEPOT FUNDRAISERS who were missed in the last newsletter are WILMA PERKINS, CORRINE GALLAGHER, RUSS STOCKWELL, JANE MC MILLAN, JOHN CAMFELD, DORIS DEAN, KEN BECKMAN, and SCOTT JOHNSTON. DICK MC INTYRE donated a refrigerator/freezer which was used in the big depot benefit bake sale.

JIM LUNDQUIST donated fuel for the dump truck and ballast tamper, new fire hose connectors for the car shop reels and repair work on our pneumatic spike driver.

AL "BARNEY" BARNIER donated big cash for additional metal siding for the car shop, another example of the guy doing the work also footing the bill for most of the materials.

NORM HILL donated a calculator to the book store, along with fuel and supplies for his equipment restoration program. He's making a habit out of this kind of thing.

BRENDA M. BAILEY, C.P.A., donated her professional services to prepare and publish the museum annual financial report. Copies are available to members for a stamped, self addressed envelope to Harry Doering, c/o the museum.

FLYNN SPRINGS ANTIQUE STORE donated an old depot style wooden bench allegedly from our own La Mesa station! It is now at Harry Doering's house for in-town restoration.

"My Hog Head"

by H. F. "Bobby" Wright

(This poem, rich in railroad jargon, was written in the 30's by H. F. Wright, father of member Don Wright, who we thank for sharing it with us.)

Now "Drawbar" is the hog-head
That runs the Two-O-Three.
About as smooth a "hogger"
As runs on this U. P.

He's a great big, tall, slim, fellow
And stands just six foot three.
He takes an awful liking to
His "tallow pot". That's me.

He's early to the round house
And soon as he's "oiled 'round"
For blows he begins testing
Or locating a pound.

And when the train is ready
He gets upon his seat
and uses both the brake valves
For a place to rest his feet.

He curls up in his corner
As if he was asleep
Though often for a red block
He was seen to take a peep.

He takes his turn at firing
And as he shovels the coal
He says "Drop her down a notch.
God! How these boxcars roll."

He gets out his pipe and "stuffs it"
And takes an awful puff
And says "You can have it 'taller'
Guess I have got enough."

Once he had an accident.
He put three cars down crosswise
And another three got busy
At tearin' up the ties.

This happened on an extra,
A train of highball freight.
Heading out of Overton
A highball on the gate.

He was a bit excited
And stirred up the crew.
He never swore a word
Until the air was blue.

He hates center passing tracks
In them he has no trust
But only for such mishaps
The wrecking gangs would rust.

He cleans the fire when needed
And dumps the ashpan too.
To keep up steam and water
Is all I had to do.

When ahead of first class trains
Our time got awful short
He pulls the throttle out more
Her exhaust is just a snort.

When our train is put away
He throws the lever back and says
"Run her to the round house,
I'll line up for the shack."

Now in the round office
He signs the "Teddy Bear"
And listens to the gossip
That's going on in there.

He finishes his reports
And spins a yarn or two
'Till I get sore of waiting
And start up town to "chew".

And after we have eaten
Then I light up my pipe
He says "Hold that match for me
And I'll light up this 'snipe'".

Now we have been together
Five years and six months more
That is something on this road
That's not been done before.

If you know a better man
Just send him out here quick
For if he's any better
He surely is a brick.

There's not another "hog-head"
In the valley of the Platte
I like as well as "Drawbar"
So I'll stay where I'm at.

("Drawbar" ---Jesse Rector, "Tallow pot"---H. F. Wright, "Teddy Bear" was the Federal register of hours on duty.)

MEMBERSHIP NEWS

by Tanya Rose

Another action packed year for PSRMA has passed into history and we eagerly anticipate the new one with all of its challenges and accomplishments. None of the magic can happen without you, our members old and new. It's really a beautiful thing to see how we all work together....from those who support our activities financially to those who also get hands-on experience in building a unique railroad museum through participation in its many activities. Even the smallest contribution seems to be multiplied many times over because of the positive nature of what we are doing, and we gladly welcome these latest folks to the ranks. Thank you for boarding the PSRMA train!

LIFE MEMBERS

#29. Rae E. Gay
#30. R. Don Geelan
#31. Dorothy M. Corder
#32. George N. Coleman

SUSTAINING

Robert Senn
Don Teemsma

SUPPORTING

Stephen H. Caine
Raymon E. Lawton
John and Pearl Cranston
Joe and Linda Muria

CONTRIBUTING

Paul Pakus
Paul Eiseman
John Gallina
Lorna McKinnon
Joseph K. Davie

REGULAR

Dr. David W. Allen
Jan Leix
James F. Smith
Mrs. Roderick E. Slater
R. J. "Bart" Barton
John Schmeling
Dr. John Webster
Daniel C. Leix
Malcolm Young
Eugene H. O'Brien
Robert K. Walker
Roger Matern
Dr. Ben Medina
Richard E. Jackson
Chuck Singer
Robert O. Weston
Lorene Jorgensen
Eric Schaberg
Ralph D. Robinson
William E. Ginder
Ellie Klein
Dick Getz
Jack Jones
Ervin H. Gergs

FAMILY

Murl & Mia Gibson
Kenneth, Patricia & Jason Faller
George Rowley & Kimi Huntington
Mark, Jody, David, Joe & Cassandra Roberts
Mark W., Rosemary & Dawn Coppenbarger
Boyce D. & Patricia Evans
Andrew & Helen Halmay
Dwight & Ellen Couch
W. Russ & Marie H. Tipple
Charles, Tammy & Ryan Smith
John P. & Doloris Cottom
Peter & Theresa Snell
Robert & Ruth Bader
Chet & Laurena DeLapp
Cord P., Dorothy M., & Bryan A. Kessel
Russell & Frances D. Kimball

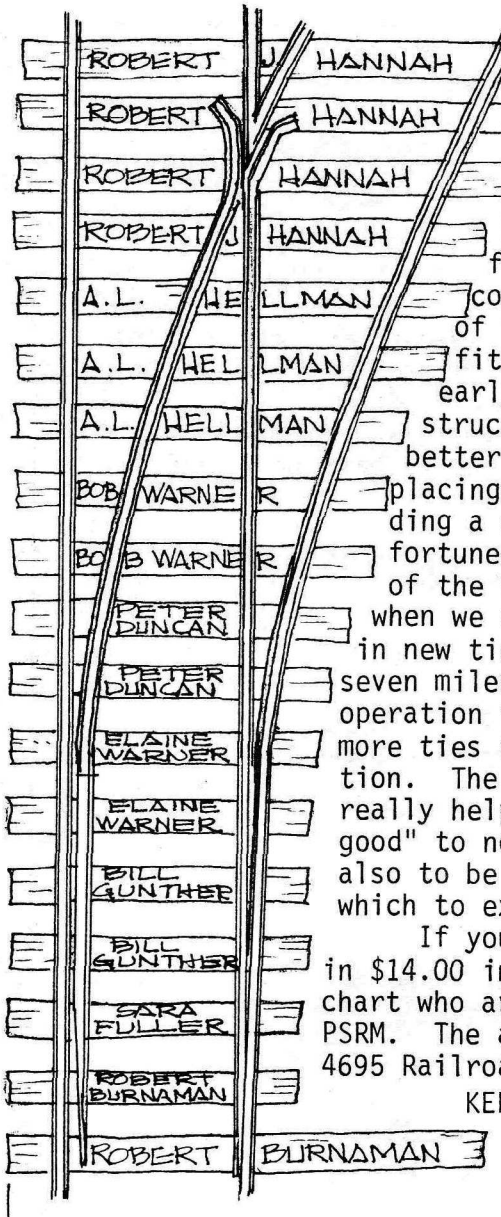
In Memoriam

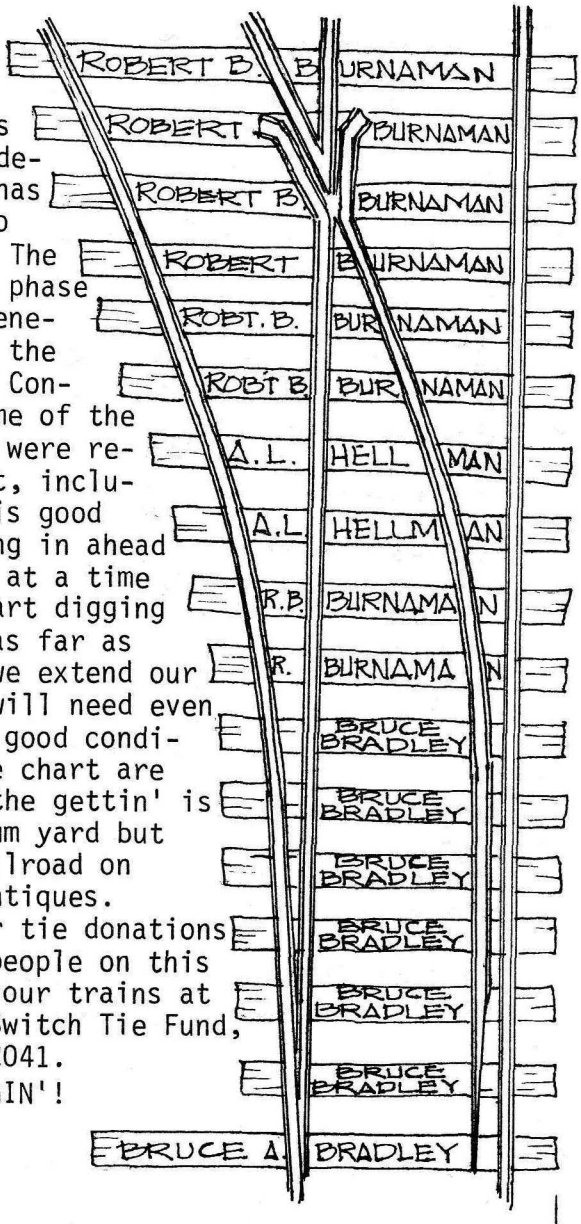
We have recently lost three very esteemed members of PSRMA, Mildred J. Woody, John R. Carnes, and Russell A. Hadley. Russ was a very faithful supporter of our cause for many years and is survived by his wife Gertrude, also a member of PSRMA. Mildred and John were walking, talking, living books of railroad history....she grew up in the mining town of Poland, Arizona, and had many a cab ride when she was little. John's dad was very closely associated with the Lima Locomotive Works, builders of our own Shay #3, and he always helped with information whenever he could. All will be sorely missed, and we extend our sympathies to their respective families.

Attention Seniors!

PSRMA members have made their wishes known about having a reduced life membership rate just for senior citizens over 65. The Board of Trustees, in response to your imput, has approved a rate of $300.00 especially for you. If you have been considering membership at this level; now's the time. We'd love to add your name to our beautiful brass plaque at the depot!

BUY-A-TIE DONORS MAKE TRACKS AT PSRM





Getting the maximum bang from the minimum bucks has long been a PSRMA trademark and the tie fund has been making its bucks go farther than any other. The construction of the first phase of the San Diego Trolley benefitted the museum twice in the early going when the Herzog Construction Company gave us some of the better quality ties that they were replacing along Commercial Street, including a set of switch ties! This good fortune has kept the ties coming in ahead of the track gang. This comes at a time when we are getting ready to start digging in new ties out on the mainline as far as seven miles from the museum. As we extend our operation in the years ahead, we will need even more ties to keep the railroad in good condition. The folks listed on the tie chart are really helping us "get 'um while the gettin' is good" to not only finish our museum yard but also to be ready to maintain a railroad on which to exhibit living railway antiques.

If you can help, send in your tie donations in $14.00 increments and join the people on this chart who are putting tracks under our trains at PSRM. The address is: PSRM Buy-A-Switch Tie Fund, 4695 Railroad Avenue, La Mesa CA 92041.

KEEP THEM SPIKE MAULS RINGIN'!



This photo by the REPORT editor shows a tie plugging session underway at our tie yard at the east end of PSRM, Campo. Left to right are: David DiGiorgio, Jim Lundquist, Joel Cox and Geoff Shepherd. These ties have only been used once and plugging the old spike holes with creosoted plugs will allow us to get another twenty years out of them when relayed at the museum.

EVERYTHING TRAINS Gift Shop News

NEW CHILDREN'S CLOTHING We are getting in a new line of sweatshirts and other clothing for infants and preschoolers. These feature sewn-on applique train designs. Come and see them!

RAILROAD CLOTHING AND UNIFORMS Come see us if you're looking for uniforms or other railroad clothing to wear on PSRMA's upcoming excursions or just for fun. We will feature genuine Oshkosh coveralls and work clothing, one of the favorite brands with steam-era railroaders. We will also handle conductor's uniforms, hats, badges, etc. Many of these items are custom-order, so we can get just your right size. PSRMA will also be standardizing the uniform for use on Campo excursions. By ordering through us, you will be sure your uniform is right.

SAN DIEGO AND ARIZONA - THE IMPOSSIBLE RAILROAD Robert Hanft's new book is still the hottest item in the shop. It is so good that many buyers have come back for extra copies. If you haven't gotten yours yet, come on in.

JACKET COVERS will keep your copy looking new for years. We have them to fit "The San Diego and Arizona" and other $11\frac{1}{4}$" tall books.

NEW COLLECTIBLES We have some new stickers from the 30s and 40s, including original Burlington stickers from the original Zephyr and the later Domeliner Zephyr. There are also Burlington and C&O centennial stickers. And lots of one-of-a-kind items that we can't list here. Come in and take a look!

SPECIAL THANKS this month go to these who put out a special effort -

To Dave Slater, who has taken on several regular chores for the Gift Shop and the Robert Peary.

To Norm Hill, for the donation of an adding machine and several items to be sold in the shop.

To those who tackled the big year-end inventory -

Bob Crankshaw	Bette Donovan	Carmen Donovan
Bob DiGiorgio	Deborah DiGiorgio	Linda DiGiorgio

And a big **THANKS TO OUR STAFFERS** for December and January -

Cecil Badman (2 times)	John Cunningham	Kathy Danielson
Terry Danielson	Linda DiGiorgio	Bette Donovan (2)
Carmen Donovan (4)	Bill Evans (2)	Rae Gay (2)
George Geyer	George Heflin IV (4)	Brian Jackson
Traci Jackson	Ann McVeagh	Bill Schneider (2)
Dave Slater (3)	Eileen Snider	Charlie Wade (3)

EVERYTHING TRAINS! Gift Shop

In the Amtrak car — La Mesa Depot Museum — La Mesa, Calif.

Open 12-5 on Saturdays and Sundays

Office 283-3066 (Linda's home) — Gift shop and Depot 465-8444

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

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

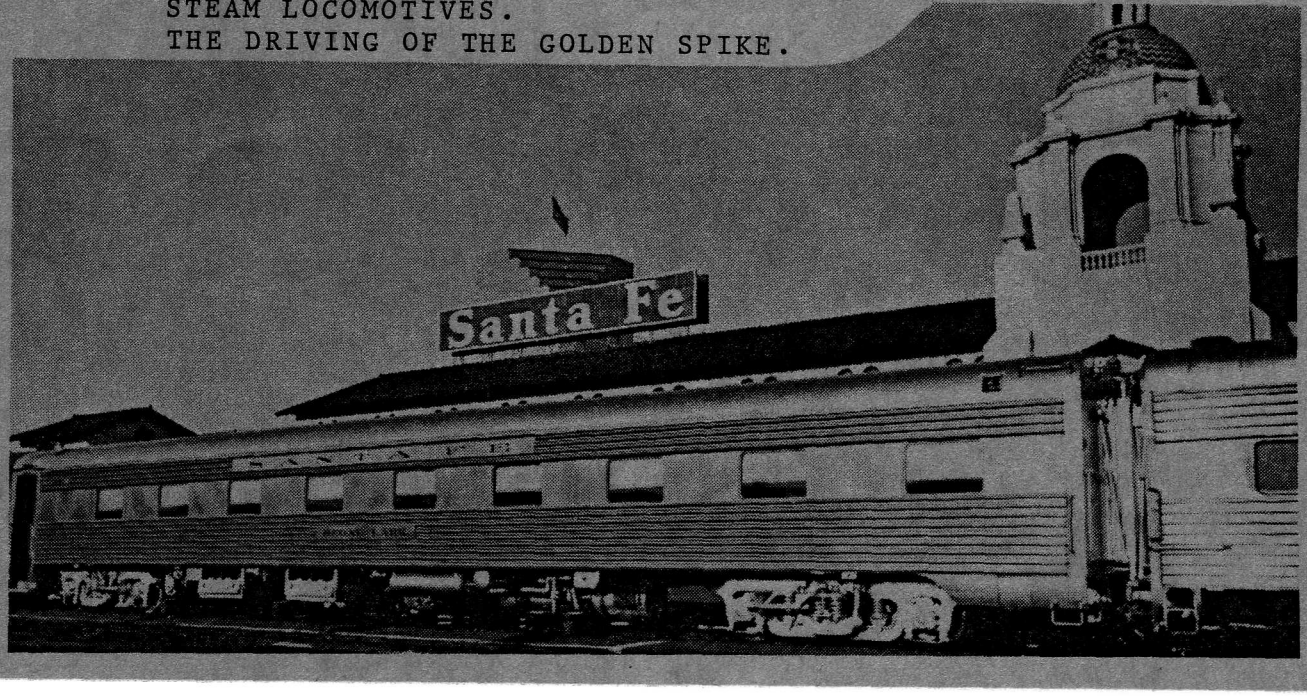
QUARTERLY MEETING

APRIL 5, 1985

7:30 PM

SAN DIEGO GAS & ELECTRIC
AUDITORIUM
101 ASH ST.
SAN DIEGO, CA.

MR. R. E. JACKSON IS A RETIRED LOCOMOTIVE ENGINEER FOR THE SANTA FE OF 40 YEARS SERVICE. HE WORKED ON THE SAN DIEGO TO LOS ANGELES RUN.
MR. JACKSON HAS MADE SEVERAL AWARD WINNING FILMS.
ONE INTERESTING FILM IS OF A RACE BETWEEN STEAM ENGINE 3751 AND DIESEL 339.
OTHER FILMS INCLUDE: SOUTHERN PACIFIC DAYLIGHT 4449.
THE DURANGO AND SILVERTON.
A SHORT FILM SHOWING THE MANY DIFFERENT TYPES OF STEAM LOCOMOTIVES.
THE DRIVING OF THE GOLDEN SPIKE.



FUND RAISER

TO BENEFIT

THE

PACIFIC SOUTHWEST RAILWAY MUSEUM

APRIL 17

5PM - 12PM

WE WILL BE SHOWING VARIOUS RAILROAD RELATED

MOVIES ON A WIDE SCREEN TV THROUGHOUT THE EVENING

PACIFIC SOUTHWEST RAILWAY MUSEUM PROGRESS
MUSEUM STEAM-UP AT MIRAMAR 1981
A RIDE ON THE SAN DIEGO TROLLEY
THE LITTLE RASCALS IN "RAILROADIN"
THE LAST OF SANTA FE STEAM
WORLDS FAIR DAYLIGHT 1984
4449 ON THE RAILS AGAIN
RAILRAIR 1981
PLUS MORE

GREAT PIZZA

PIZZA PLUS

PIZZA PLUS
764 JAMACHA ROAD
EL CAJON
AT WASHINGTON AND JAMACHA
IN THE GRANITE HILLS VILLAGE SHOPPING CENTER