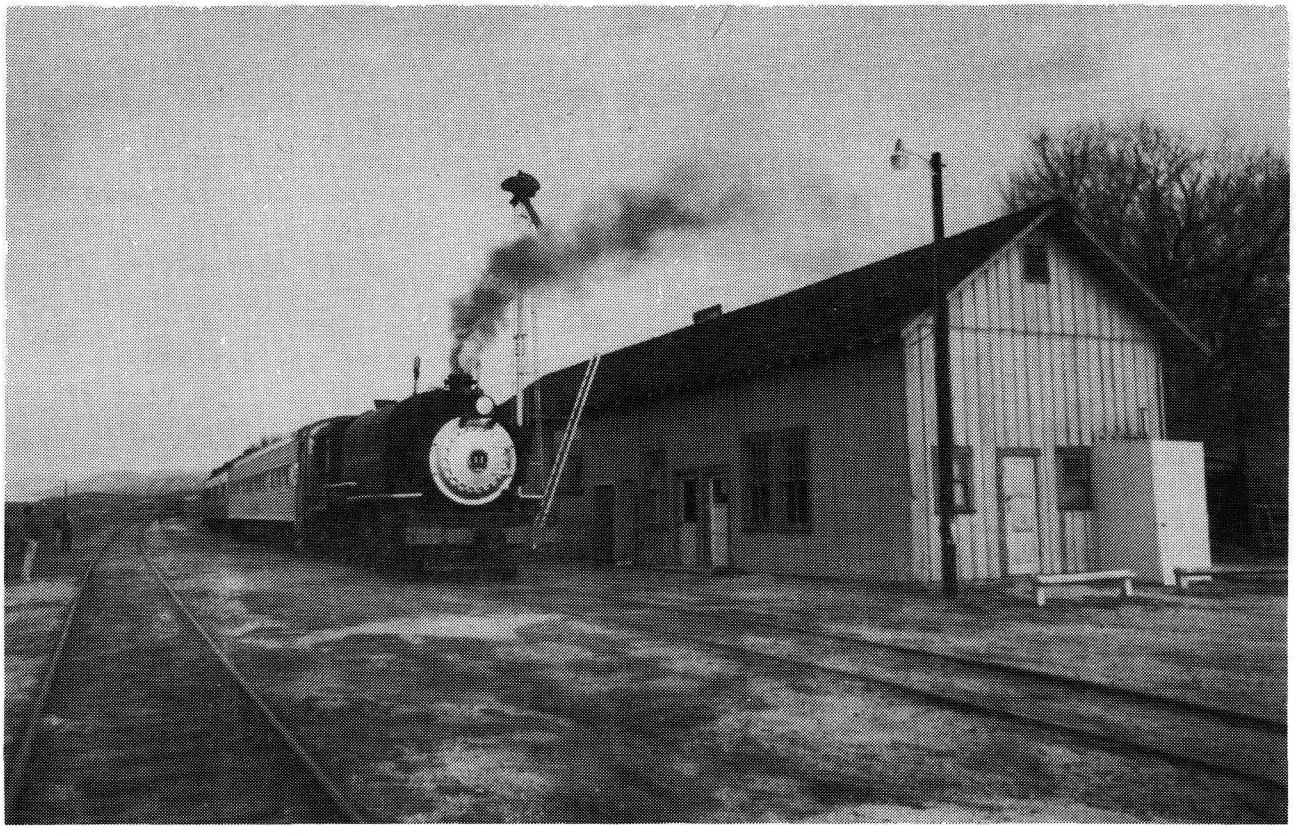
Jan.-Feb. '85

REPORT

No. 196

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



STEAM RETURNS TO CAMPO

The Campo Depot had not seen a live steam locomotive for more than thirty years when PSRMA's Coos Bay Lumber Co. #11 chugged by in January. The 1929 AlCo product was photographed by the REPORT editor with ex-Seaboard/Amtrak sleeper "Boca Grande" and ex-Santa Fe cafe-observation #1509 in tow. The occasion was a major shuffle of museum equipment which required use of the yard tracks at the adjacent Campo Depot. Three locomotives from the museum collection were fired up for the movement of cars and engines in and out of the car shop to clear the museum main track for our operation training program that is now in full swing.

The Campo station was built in 1917 and saw its last regularly scheduled SD&AE passenger train in 1951. PSRMA will refurbish the depot and again dispatch passenger trains from here in the near future. Negotiations with the current custodians of the old SD&AE are going well and we expect scenes like this to be an every day occurrance in the years to come.

SIX DL&W COACHES ACQUIRED!

The Delaware, Lackawanna & Western Railroad electrified their New Jersey suburban line in 1930-31 with Thomas A. Edison running the first electric powered train on September 3, 1930, amid great fanfair. The equipment built for this service by the Pullman Company and General Electric operated continuously from Hoboken to Dover and on branches to Montclair and Gladstone until August 24, 1984, when replaced with New Jersey Transit's new Arrow III commuter cars.

PSRMA has purchased six of these classic commuter coaches from the "Route Of Phoebe Snow" to start off 1985 with a bang. the 84 seat Pullman green and gold cars all have openable windows, making them ideal for our planned steam powered excursion operation at Campo. Five of the six cars acquired are power units complete with pantographs and traction motors. The "pans" will be removed so the clerestory roofs will blend in with our restored heavyweight cars. The cars will retain their original numbers and green paint and most likely their Lackawanna lettering. The cars are numbered 3581-3583, 3584, 3585, 3586, and 3211 (the trailer car).

As this is written, the cars are enroute to San Diego, having been last seen heading west out of St. Louis. They were stored in Mahwah, New Jersey and were seen leaving there enroute to Buffalo on March 12th by local railfan James Dent, who saw our name on the cars and sent us the details, including the Conrail GP-40 engine numbers and the order of our cars in the train.

Paul Bortell (the museum's well known Campo chef and ex-New Jerseyite) went to Mahwah to get the cars ready to travel. He was assisted by Jeff and Joe Ashman, the son and brother of our Chief Mechanical Officer John Ashman. Paul and the crew secured the cars and provided stencils indicating museum ownership. Paul and the Ashmans (also New Jersey natives) labored in below zero cold in deep snow to prepare the cars for transport to San Diego, a tough job for folks long used to California sunshine. The cost of this work, travel expense and all, was donated by the above individuals. Thanks to all for a job well done and well beyond the call of duty!

Jim Lundquist handled the transaction with New Jersey Transit officials. The six cars cost the museum $12,000.00. Funding was provided from the #30,000.00 San Diego County grant detailed in REPORT #194. Jim also arranged free transportation to San Diego via Conrail, Missouri Pacific, Union Pacific and Santa Fe. A 3,000 mile free ride for six 80 foot cars has to be some kind of a record! Our young Executive Director, often perceived as brash and pushy, works his butt off for the museum and deserves a big thank you from all of us for setting up this stunt. The amount of letters, telegrams and long distance calls required to line everything up was awesome! A pretty good show for the spare time activity of a full time San Diego Trolley operator!

These veterans of fifty four years of commuter service are from the last fleet of old time openable window coaches left in the country and many of them have been saved by museums and tourist railroads around the country. Our group of power units were from a group of 141 cars built in 1930 and numbered from 2500 to 2641. The trailer coach is from a group of fifty numbered in the 2200 series and was built by Pullman in 1925. The D.L.& W. numbers were changed by adding a 3 in place of the first digit by N.J.T. The gold lettering was changed to "Erie-Lackawanna" on many of the cars when the two roads merged in 1960. A few cars were painted a horrendous orange and white at this time but, thankfully, most retained their respectable Pullman green until the end, including our cars.

No printable photos are available of our cars yet, but the next newsletter should have a shot of their arrival in San Diego. Paul Bortell reports that the cars are in good shape with most cane seats intact, brass baggage racks and ceiling fans in place and only a few windows broken while in storage in Mahwah. Many of the old Pyle National headlights were auctioned to local fans last year, as the cars came out of service, as were some of the interior lamps. Paul says many of these lights are missing from our cars, but enough remain to completely outfit a couple of cars in original equipment.

A feature article on these cars, including a front page color shot can be seen in the December, 1984 issue of PASSENGER TRAIN JOURNAL. Many other rail publications also noted the retirement of these cars and the many railfan specials that were organized in New Jersey for the "last run". Watch for the "first run" later this year at the museum, as these historic cars become the first of their type to operate in California. Thank you Conrail, Mo-Pac, U.P. and Santa Fe for bringing them west to a new life. Special thanks to Jim, Paul and the Ashman clan for the hours of toil and red tape unraveling to make this acquisition possible. Thanks again to Paul for providing the background information for this article.

100 TON JACKS ACQUIRED

Member Bob Kittel of Long Beach has arranged for the purchase of a pair of 100 ton jacks for the PSRM mechanical department. Bob managed to get about $8,000.00 worth of air powered screw jacks for $250.00 apiece delivered! Jim Hamill picked them up in Long Beach and hauled them to Campo where they were promptly used to hoist up the Coos Bay engine. No. 11 only weighs 100 tons so it wasn't much of a workout for the 200 ton capacity we now have. In fact, the heaviest engine we have weighs only 125 tons so, of course, our grease monkey types are ecstatic!

There are few things in the world that need lifting which require a pair of 100 ton jacks which, of course, is the reason that jacks like this are hard to get and always expensive. Bob went to the auction of shop equipment of the Kaiser Steel plant hoping that the railroad shop hardware of Kaiser's shut down Eagle Mountain Railroad would go on the block. When the Ingersol-Rand air jacks were offered for a bid of little more than scrap price, Bob acted without hesitation to secure a set for PSRM's loco shop. Bob is a former mechanic on the #4449 "Freedom Train" crew and has seen jacks like this lift that heavy 4-8-4 easily. Thanks, Bob, for coming to the aid of your railroad museum with such big time railroad tools!

BIG FORK LIFT FOR PSRM

John Ashman has arranged the acquisition of another important tool for the museum. A 1970 Pettibone diesel all-terrain forklift has been picked up from a government surplus list. Mike Reading checked it out, did some minor repairs and fired it up in time to help out with our downtown rail removal project. After this chore, Paul Goldstein hauled the 6,000 pound capacity lift to the museum, where it was promptly used to unload a truck load of 90# rail hauled out by Red Gilliland.

We have worked our other forklift to near death and were getting it stuck in the mud several times each winter. This all-terrain rig won't get stuck and has a reach feature that allows it to unload any flatbed truck from one side. Our old lift will now be used as the car shop lift when the overhaul is completed.

The big diesel lift cost us 1,200 bucks, half of which has been donated already by the following museum regulars, John Ashman, Mike Reading, Jim Lundquist, Barney Barnier, and Terry Durkin. Of course, its the same old guys, but this forklift is important! Our old lift built the museum to its present state working only in dry weather; this rig will be on the job rain or shine and is in much better physical shape to start with. Can you help these "same 'ol guys" secure this lift for less than 10 cents on the dollar of its true worth? Six donors at a 100 or twelve at 50 bucks would insure museum development for years to come and prevent us from having to raid the meager budget of another museum department to take advantage of this super deal.

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.

PSRM PAINTS SD&IV LOCOMOTIVES

The San Diego & Imperial Valley locomotives have a new look, thanks to PSRMA's regular foot troops. The two ex-Santa Fe SW-9's (SSB-1200's) were cleaned up and repainted as a special project by the museum crew as a favor to the new short line operators.

As the result of a conference between SD&IV General Manager Dick Engle and museum Executive Director Jim Lundquist, Larry Rose was asked to design a paint and lettering scheme and to get a crew organized to do the work. Larry agreed to do it only if he had full control of the design and execution! Having seen the quality of the museum's paint jobs on its own equipment, Dick finally said "Do what you think looks good"!

The result is a dark blue and yellow scheme similar to the first generation of blue and yellow on the Santa Fe. Also recalling an even earlier Santa Fe scheme is zebra striped pilots and running boards. The lettering is a very traditional Railroad Roman running the length of the hood. Everyone is happy with the new look that is very different than Santa Fe's yellow warbonnet, yet retains strong traces of the locomotive's Santa Fe heritage.

Paint and supplies were donated by Larry Rose, Duane Leal, and Mike Reading. Mike did most of the spray paint work after Norm Hill, Bill Barbour, Scott Thompson, Ron Hyatt, Maureen Flynn, Tom Travis, Dale Prescott, Jim Lundquist and Steve Norris scrubbed and cleaned the engines at the SD&IV engine house, next to San Diego trolley's car barn. Jim was able to borrow a steam cleaner in insure a very professional job. While the cleaning was going on, Larry Rose was laying out the stencils on a table in the SD&IV locker room.

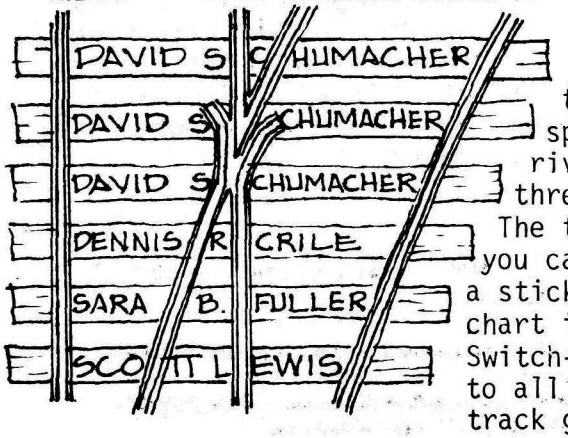
Dale and Karen Prescott assisted Larry with the actual lettering. Duane Leal and Tony Neece also helped as each side of each locomotive took a whole Sunday to finish. Dale Prescott, Bob Haney, Dan Robirds, Mike Reading, Geoff Shepherd and Terry Durkin helped lay out the zebra striping.

Although railfans in the east have raised funds before to have locomotive commercially painted to an old tradition scheme (Pennsy GG-1, etc.) this might be the first time that local railfans have painted a short line's engines themselves after dictating an all-new design! This goodwill project was also accomplished at no cost to the museum or the railroad, thanks to the donors listed above.

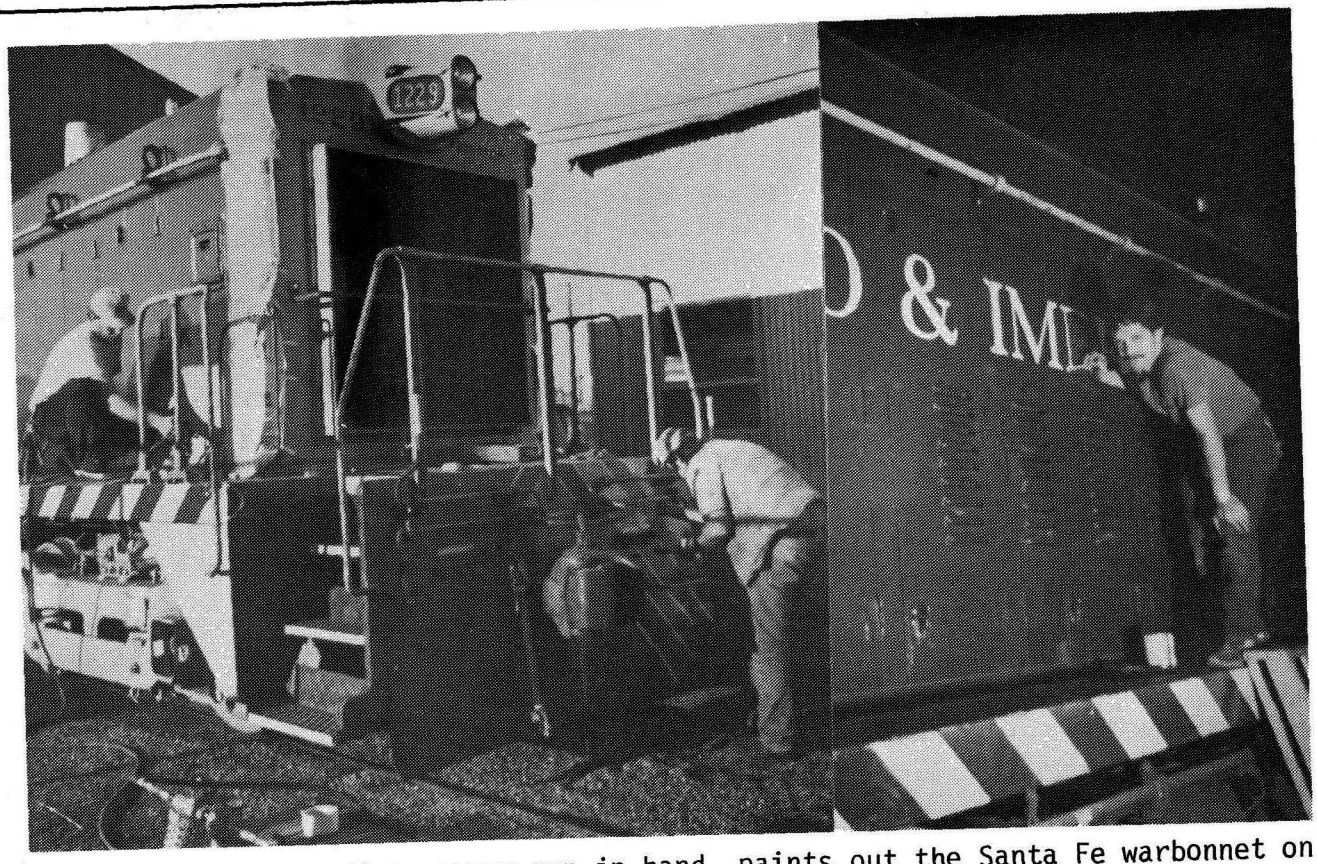
After the paint job was finished, Dick Engle arranged to park one the the engines next to a San Diego Trolley for an exclusive photo session by Larry Rose, who shot a whole roll of slides of the rare scene as Dick rearranged both engine and trolley to best advantage.

This kind of project was certainly an unusual one and this fact turned out a good sized crew to make short work of it. Members Tony and Olivia Neece were visiting San Diego and stumbled on to the project by accident. Tony couldn't resist getting involved and stayed late on a Sunday night to help finish to second locomotive. Thanks to all the PSRMA grunts who helped launch the SD&IV with a new image in snappy new paint and graphics.

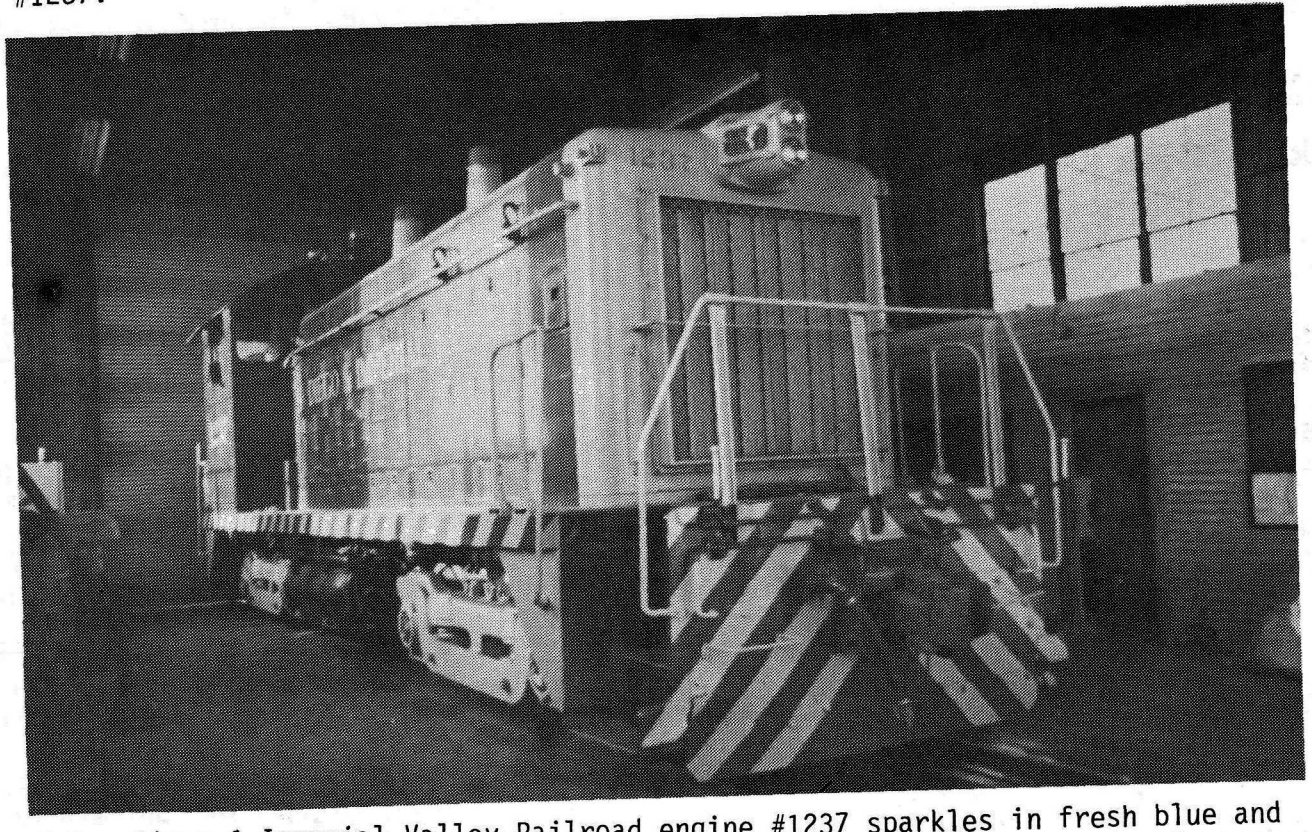
MAKING TRACKS AT PSRM



Track laying at the museum has slacked off during the winter and so have the Buy-A-Tie donors. However, spring is near and the legendary three-way switch has arrived. We need some long ties for this switch which has three frogs to support arranged in a triangle pattern. The three-way is the key to our shop complex trackage and if you can help support it, send in your tie donations at $14.00 a stick and join the people marked up on this month's tie chart in putting track under our trains at PSRM! PSRM Buy-A-Switch-Tie Fund, 4695 Railroad Ave., La Mesa CA 92041. Thanks to all members new and old who have so loyally supported your track gang at the museum.



At left, Mike Reading, spray gun in hand, paints out the Santa Fe warbonnet on SD&IV engine #1229 as Dan Robirds lays out zebra striping on the pilot. At right, Duane Leal wields a lettering brush during a late night lettering session on the side of #1237. (L. Rose photos)



San Diego & Imperial Valley Railroad engine #1237 sparkles in fresh blue and yellow paint in the old SD&AE engine house that it now calls home. (L. Rose photo)

HIGH POWERED COMPUTER DONATED!

Long time member John Baxter has donated a sophisticated Apple III computer to PSRMA. This high powered unit is a step above your basic home computer and the value of this commercial duty hardware with two printers, disc drives and accessories is estimated at $6,000.00!

John had been using this computer to do the REPORT mailing labels for the last few years and also kept the membership roster up to date. He had other business pressing lately and couldn't put in the time required to enter the daily membership changes. But, rather than put the museum through a scramble to find another computer somewhere to keep the day to day business flowing, he gave us the whole thing! Until John Baxter came along, all of the museum record keeping was done "hand operated and air cooled" by Tanya Rosé. Much of it still is but now the computer age takes out much of the pain and saves a lot of time.

A full word processing program was included along with a "Spinwriter" letter quality printer. As soon as the REPORT typist figures out how to use it, you can look for an improvement in the quality of the museum newsletter which is still an all "hand-done" operation. All kinds of formating possibilities are now available as well as different type styles and sizes.

With the REPORT and membership work already being done under the same roof, it was decided to install the Apple III in the spare bedroom at the home of Larry and Tanya Rose in La Mesa. While the museum was ecstatic over this major donation, Tanya Rose was not, as this meant more work for her to take over the daily computer entrys and roster changes. New member Gene Ginder to the rescue! Gene was already familiar with Apple computers (it was a totally new ballgame for Tanya) and he has been able to step in and keep the nation's fastest growing railroad museum rolling without even taking up slack!

John Baxter was kind enough to spend several long night sessions with Larry and Tanya explaining the system and getting everything caught up. With Gene Ginder now helping several times a week, it is hoped that the equipment can be used to its full potential and get the information of several other museum departments also loaded into its data banks. Thanks, John, for taking care of your railway museum in this most impressive way!

INDUSTRIAL ARCHEOLOGY
(RESTORATION NEWS)

by Norm Hill

Loyd Gage's WESTERN SANDBLASTING once again "made my day" last month by sandblasting the Coos Bay steam engine's water and air tanks, all the steel underframe, wheels, and trucks of our S.P. wooden "shack" #644 and the entire exterior of our steel Santa Fe boxcar. Thanks again to Loyd Gage! Months of work was done in hours. Sam Trout, who worked fourteen hours sandblasting, also deserves special thanks for a superior effort at PSRM Campo.

Dr. Dan Marnell, a museum trustee, also deserves a huge thank you this time. Dan has funded all the restoration of S.P. caboose #1061. He has bought hundreds of dollars of primer and clear lumber, paid all of the rent on the siding our equipment is on in La Mesa, and personally cleared all the weeds along the siding. Dan recently bought S.P. caboose #1058 for our La Mesa Depot Museum railroad display. Not only that, but he's also buying a billboard Pacific Fruit Express "reefer" for our La Mesa exhibit.

Ross Robinson, who migrates south from Canada every winter, also has had a big impact on both our car shop and our restoration program. As Spring approaches, he will soon head north. He leaves a building and two cabooses much improved. (I hope it snows early this year to bring him back!)

Finally, I want to thank all the wonderful Southern Pacific employees who have helped us obtain plans, drawings, and missing parts for our growing fleet of Southern Pacific cabooses. These people like the S.P. and realize how important it is to preserve "their" railroad. It really is super when railroad people help our museum.

ATSF 2286

Norm Hill, Ross Robinson, Dick McIntyre, Robert Green, Roger Garrett, Gary Handy, Doug Kerr, Ted Kornweibel, Jack O'Lexey, Bob Nickles, Ken Locke, all worked on this car. The big project was the removal of the walls and floor in the cupola area. Everything was removed for access to the car's damaged frame. Dick McIntyre, our metal magician, now has his work cut out. If the car's frame is not repaired, the car will always be a static display, something we try always to avoid. #2286's cupola windows and desk were repaired and the cupola seats were rebuilt by Norm Hill and Doug Kerr. More woodwork was painted and the desk closet's door was rebuilt. The car's metal framework was cleaned up and prime painted.

SP 644

Bill Barbour, Steve Norris, Tom Travis, Dick McIntyre, Larry Rose, Norm Hill, Roger Garrett, Ross Robinson, Bob Niderost, Mark May, Jim Meenam, Edwin and Suzanne Ray, Nathan Drake helped start this car's restoration. WESTERN SANDBLASTING removed all the old paint, crud, and rust from the car's frame, trucks and wheels. The undergear is now primered red and all the car's end, side, and door windows and frames have been rebuilt and installed. The rebuilt end doors have also been installed. Ninety percent of the exterior has been stripped and primered. #644's potbelly stove has been sandblasted by WESTERN SANDBLASTING and painted. This car's restoration, sponsored by friends of the late Hal Johnson, is well underway. Norm Hill, Bill Barbour, Steve Norris, Jack O'Lexey, and Patricia Buck the donor of the #644, have donated cash and restoration supplies for this project. Thanks to all who have helped get this restoration going in high gear.

SP 1058

On February 16, 1985, Norm Hill, Bill Barbour, Dan Marnell, Harry Doering, Scott and Robin Johnston, swept all the trash out of this car which was stored at S.P.'s Tracy, California yard. All of #1058's doors and windows were boarded up for the trip south to its new home in La Mesa. The car's potbelly stove has already been restored. This car was purchased by Dan Marnell for the depot display and will soon be donated to the museum.

SP 1061

This car's interior is really moving along thanks to Dan Marnell, his wife Debbie, sons Blake and Bret and Debbie's sister Eileen Blackwell. Also working were Norm Hill, Steve Norris, Bill Barbour, Dick McIntyre, Tom Travis, Jack O'Lexey, Ted Kornweibel, Scott Thompson, John Patterson, Peter and Theresa Snell, Tim Floersch, Gary Hepler, and George Heflin. In less than three months all of the interior was stripped and sanded. Hundreds of dents and nail holes were filled and sanded smooth. Almost one quarter of the car's sub-flooring and flooring was removed and replaced. Windows and doors have been glazed and painted. The cupola area has been extensively rebuilt and the whole bottom of the car was water blasted by Peter Snell. Many small parts were taken home by Norm Hill and restored.

SP 1351

Peter and Theresa Snell have started restoring our Southern Pacific's bay window caboose. They have totally cleaned all the old grease, crud and peeling paint from #1351's trucks and wheels. By the time this newsletter is published, this caboose will be sandblasted and primered. Thank you, Harry Doering for boarding up the car's windows, and thank you also to Tom Travis and Maureen Flynn, who swept the car out a few days after it arrived in San Diego. Dan Marnell has located original erection shop drawings for the car.

ATSF 276594

WESTERN SANDBLASTING's Sam Trout sandblasted the car's sides, doors, ends and trucks. Larry Rose and Norm Hill primered it red. Special thanks to Ken Helm and Dan Robirds who kept the compressor going until after dark in support of the painting effort.

Santa Maria Valley Railbus

We have a "mystery" worker who has been donating his own stripper and primer and who, by himself, is restoring this car. Our "adopt-a-car" concept has attracted Jim Rasmussen who was finally discovered sanding away one day in the dark corner of the car shop where the railbus is stashed. Mystery solved! Jim is doing an excellent and meticulous job. Dale Prescott and Jim Enos have been doing mechanical work on this antique Fairmont product, and recently found a replacement for the long missing radiator.

HONOR ROLL

This section of the newsletter is to recognize and thank the many members who donate cash, goods, and services not mentioned in separate articles and to keep these most valued contributors from falling through the cracks or getting lost in the paperwork blizzard.

CORRINE GALLAGHER, ANN MC VEAGH, NANCY BICKNELL, SHIRLEY SIMPSON, and BARBARANN PARKER our hardworking excursion department activists, have spent countless hours folding, collating and preparing excursions flyers and announcements for mailing. There are more than 5,000 names on our excursion mailist list; handling it all by hand is an awesome task. Anyone out there have a collating machine to donate? (hint hint)

DICK RUPPERT, a full professor in the Economic Department at San Diego State University, has set up our adult education program for our railroad training classes every Tuesday night at San Diego High School. Dr. Ruppert donates all of his paychecks from this program to PSRMA.

RANDY GIBSON, DR. PAUL BUSH and BILL PALMER also sent big checks in support of Dick Ruppert's night school training classes.

HAL CRISPELL, PETER DUNCAN and MARY SANDERS have all sent cash that will be used for locomotive fuel at the museum. Once restored, regular operation of the locomotives is the best way to keep the equipment in top shape.

RON MILOT donated many books to the museum library, including a half dozen Official Guides.

MICHAEL RENEAU also donated magazines and books to our La Mesa based railroad library.

ELWYN HELLER donated big cash to the #2353 fund that he sent along with his life membership check.

GENEVA ROBINSON of Ottawa, Canada, donated door hardware, drywall and supplies used by husband Ross on his many projects at the museum while this couple was hiding out from the severe Canadian winter.

NORM HILL has invested another several hundred dollars worth of supplies in our restoration program, something he does every month to keep his favorite projects moving.

LEE ADAMS has donated a small parts sandblasting cabinet, several locomotive and track tools and a complete link and pin coupler for display at the La Mesa Depot Museum.

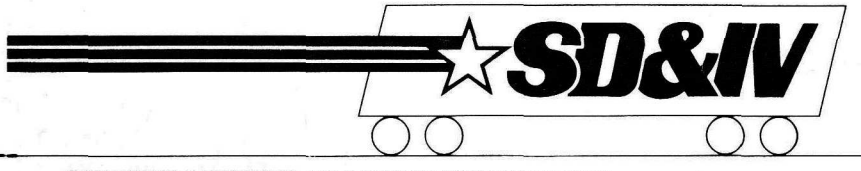
FAN MAIL

To All The Members:

Once again I would like to formally thank Larry Rose and his team for all their effort and talent that was demonstrated in the painting and lettering our two SW-12 engines. The generosity of the Pacific Southwest Railway Museum of time, interest and support of the San Diego & Imperial Valley Railroad is overwhelming. Thanks again.

Very truly yours,

R. F. Engle
General Manager
S.D.& I.V. Ry.



Trustees Generate Fun and Funds

by Gene Dramm

The Board of Trustees held a fund raiser January 27th at the home of Ralph and Marian Staver in Del Mar. Ralph, Marian and their four sons are enthusiatic railroaders. Jointly, they have built a one and one-half scale railroad on their property. The Torrey Pacific Railroad is nestled atop the Del Mar Bluffs with a panoramic view of the ocean and the Santa Fe right-of-way. Tunnels, bridges, trestles, crossovers and fifteen switches enhance the 2,000 feet of carefully maintained tracks. A Pacific 4-6-2 steam locomotive and a U.P. GP-7 diesel provide the motive power to transport guests.

Because the number of guests were limited, your Board decided to gear ticket sales to non-members hoping to interest new people in museum activities. The result was extremely successful, as new membership receipts were $710.00! There were 109 tickets sold, resulting in a net profit of $4,160.00.

The Trustees took able charge of the interlocking operations (no train wrecks were reported) while Norm Hill did photography, Roy Pickering videotaped the proceedings and Tanya Rose sang her famous railroad ballads. Ever faithful museum supporter, Tom Sefton, inspected track operations with Ralph Staver. Other newcomers included Dr. and Mrs. John Moxley, former UCSD Medical School Dean, Hewlett-Packard General Manager Scott and Betsy McClendon, Dr. Bill and Lynn Newmann of Scripps Institute of Oceanography, Judge Gordon Cologne, Bob Cohrs, the Regional Vice President of the Commonwealth Bank, Larry Brydon, President of the National Bank of Fairbanks Ranch, George Coleman of Curtis Coleman Co., Dr. and Mrs. Pat Ledden , Associate Chancellor of UCSD, and Mr. and Mrs. Daniel Knetzer, Chief Executive Officer of the San Diego Medical Society.

As the final train pulled into the station, the Board presented the Stavers with Bob Hanft's new book on the SD&AE. The enthusiasm of the guests reflected the thanks owed to the Staver Family for their gracious hospitality.



Torrey Pacific #110, in U.P. colors, rolls PSRM Trustees and their guests around a beautifully done 1½" scale backyard railroad. (Norm Hill photo)

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.

TRACK SALVAGED IN SAN DIEGO

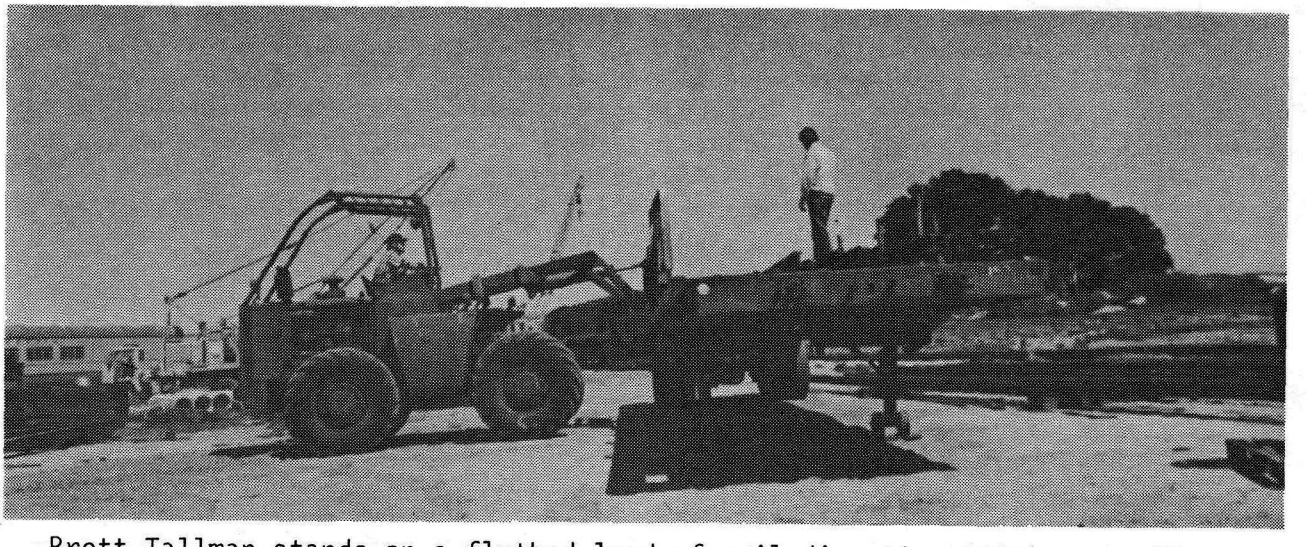
The three way switch donated by Santa Fe last year has been delivered to PSRM by the Teamsters Union drivers training program. The switch was removed from the street at Pacific Highway and "F" Street in downtown San Diego by a large group of PSRMA members along with several other switches and lots of rail. The joint bars, tie plates, spikes and bolts were paletized by our crew for easy handing at the museum. Teamster training director "Red" Gilliland, now a PSRMA member, made all the transportation arrangements. The loading of the flatbed was done with the museum's newly acquired Petibone forklift.

Mike Reading was able to borrow a compressor and backhoe tractor from HAWTHORN EQUIPMENT COMPANY to aid in the big track removal project. The backhoe, with Mike at the controls, was used to expose the ends of the ties and to lift up entire sections of track. A jackhammer was used to pry off ancient joint bars. Jim Hamill had to use his cutting torch to burn off the heads of many heavily rusted bolts before the bars could be removed. Jim also worked alone during the week, getting the joints apart on more than a thousand feet of 90 and 75 lb. rail.

Many ties were also salvaged by our guys but most of them were quite rotten and fell apart in place. A 1928 date nail was found in one of them by Larry Rose on a lunch hour inspection during the week. Jim Lundquist had the museum's small hydraulic rail lifter hauled down from Campo to pull the rails up through the mud as most of the track had silted in to the railhead over the years.

Including the three way, five switches were salvaged, most of them made of 90 lb. rail in good shape. The job took five weeks to complete and involved rail from the depot to four blocks south along Pacific Highway. The museum never turns down an offer of free rail and this Santa Fe donation will be put to good use in our yard at the museum. Thanks to Santa Fe and the PSRMA track gang, who did the grunt work to secure this valuable stuff for PSRMA. Let's hear it for these hard working foot troops:

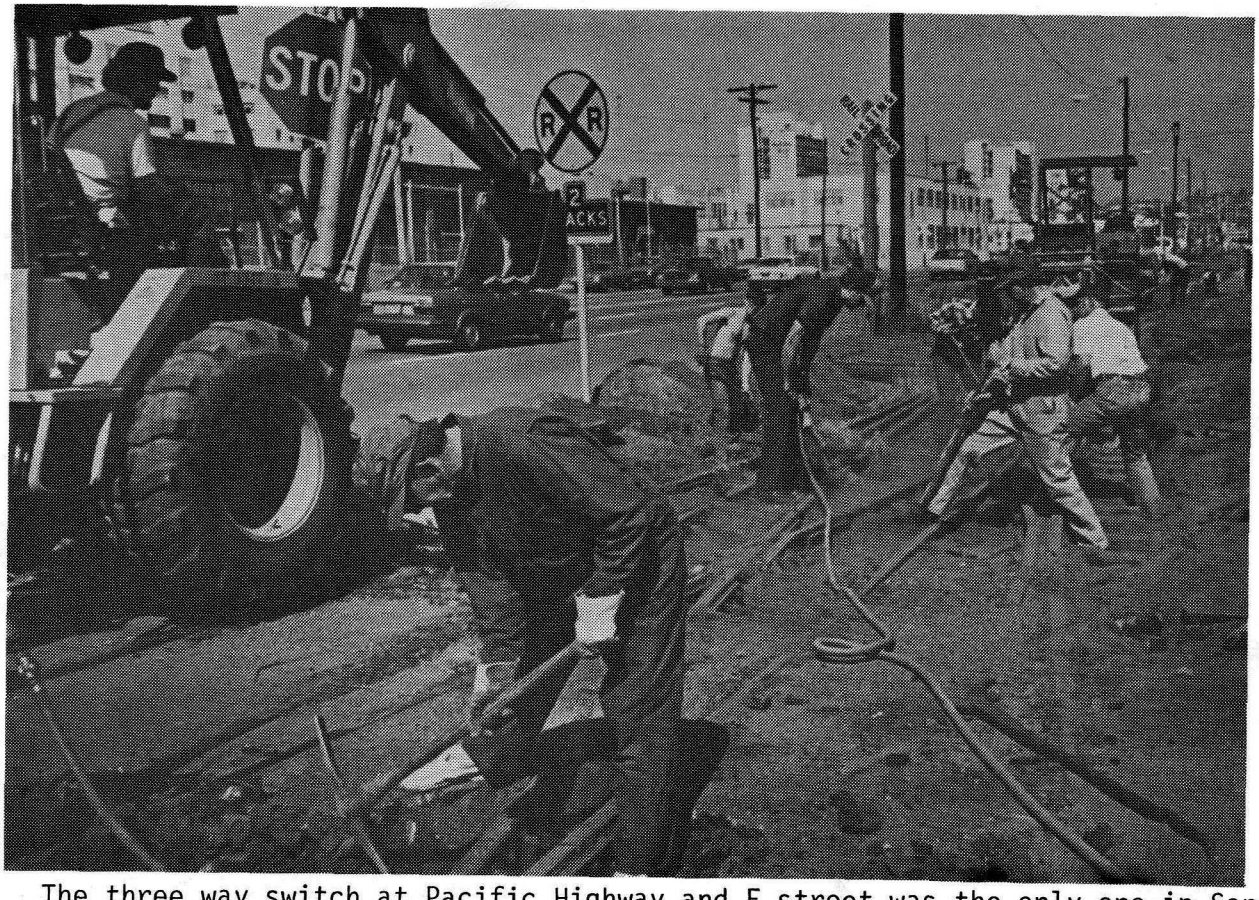
Jim Lundquist
Mike Reneau
Thomas Hemminger
Randy Gibson
Jim Hamill
Don Getz
Barney Barnier
Dick Ruppert
Jon Sirrine
Bob Nickles
Dale Prescott
Joel Cox
Bob Haney
Ken Locke
Geoff Scheuerman
Geoff Shepherd
Jim Enos
Duane Leal
Jim Rasmussen
Russ Kimball
Mike Reading
Paul Bortell
Terry Durkin



Brett Tallman stands on a flatbed load of rail directing PSRM's new all terrain forklift piloted by Mike Reading. The new Pettibone lift is picking up eight lengths of 90 lb. rail per bite from the 48 lengths hauled up from our San Diego salvage project. The flatbed is a loaner arranged for by Red Gilliland.

(photo by L. Rose)

PSRM Track Gang Removes Rare Switch



The three way switch at Pacific Highway and F street was the only one in San Diego and a big gang of PSRMA volunteers is shown here removing it very carefully to be reassembled at the museum. Identifiable in this picture is Mike Reading (on the backhoe), Bob Haney (with pick), Jim Rasmussen (shoveling, rear, center), Jim Lundquist (with jackhammer), and Geoff Scheuerman (in front of the museum's new forklift at right rear). (Dale Prescott photo)

RAILFAN PATROL NEWS

by Dick Schleicher

A special request is made to not only the Railfan Patrol, but also to all members of PSRMA to be alert when near your favorite railroad's right-of-way. As the nice weather of spring and summers nears, historically the number of rock throwing incidents and acts of vandalism increases markedly. Vacation time with all the kids out of school tends to aggravate the situation. Based on the number of incidents noted over this past Easter and Spring vacation, this summer may well surpass previous ones. Other areas requiring your "eagle eye" and prompt reporting are break-ins of boxcars and trailer vans, and possible stolen railroad property that is being offered for sale at railroadiana swap meets.

It has also been noted that the number of recreational gun shooters has notably increased in the upper Cajon Pass area. These people set up "target" practice right beside the track and do not even have the common sense to stop shooting as a train passes. I'm certain you are all aware of what harm or damage an "innocent" ricochet can do.

Not all of the acts are necessarily malicious in nature, but are the result of an uninformed or unthinking public. Many times a friendly word of caution and explanation of the potential hazard can prevent an unfortunate incident or accident. It may even make another friend of the railroad and definitely a more informed public.

Mechanical Department News

by John A. Ashman

11

The work on Coos Bay #11 continues. The water tank has been removed, sandblasted, and the leaks in the tank repaired by, you guessed it, Dick McIntyre. The same day, the air tanks were removed, sandblasted, and prime painted along with the water tank. Larry Rose did the painting. After the tank is painted black it will be put back on. Before the air tanks go on, we will do a hydrostatic test on them. Both feed water injectors have been removed, disassembled, cleaned and replaced. Both feed stop check valves have had the same thing done to them. All the electrical wiring has been replaced by Steve Oualline, who is a new member getting his hands on real railway hardware for the first time. So now we'll have both headlights and cab lights the next time we steam up. The Pyle turbo generator has been gone through and repaired. Jim Hamill traced down the parts for the generator back in Long Island, New York and ordered them for us. He has made parts at home in his machine shop for our hydrostatic lubricators and has driven all over Southern California to pick up various parts or pieces of equipment for us. Jim has pulled our bacon out of the fire five or six times already this year. Sure is nice to be retired so you can rest and relax. Right, Jim??

Russ Unangst, another new face who is now a regular with the mechanical department, has been going through the lubrication system on the Coos, cleaning out oil cups and lube fittings. Some of these have not had attention for a good many years. Russ comes down from Long Beach every Saturday and then again on Tuesday night to attend classes with us. Others who have been putting in time on the Coos are: Rene and Geoff Scheuerman, Danny Leix, Randy Gibson, Jack O'Lexey, Bill Palmer, Brian Valleau and Ken Helm.

SHAY 3

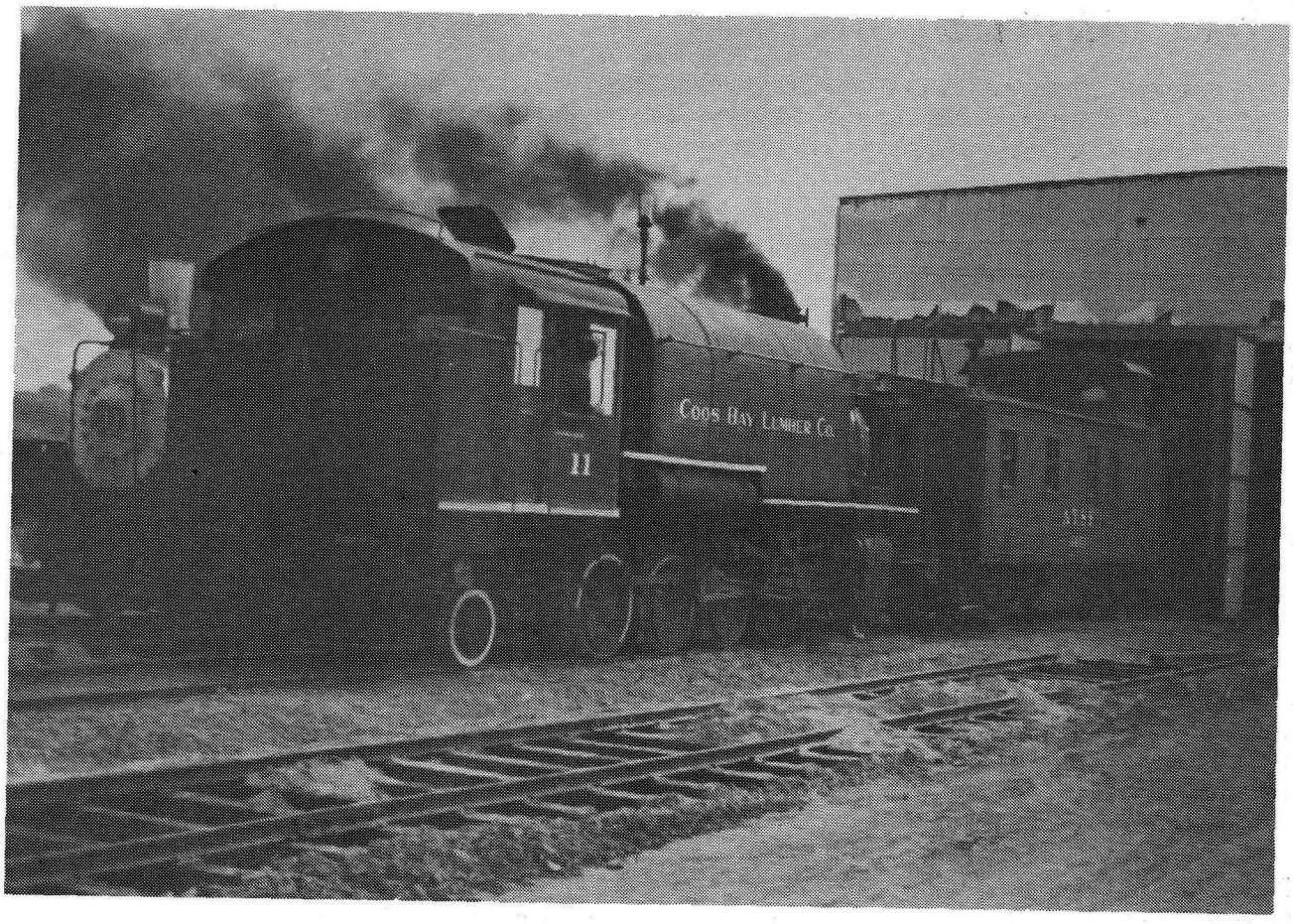
The lube pads for the axle bearings on Hutchinson Lumber #3 have been ordered and should be in within the next couple of weeks. The cross heads have been welded up and machined true. These were the castings that broke on the "Great Freight" in the summer of '83. We hope to begin work on her as we get the Coos Bay back up and operating. The problem here again is that the people now working on the Coos Bay are the people who will be working on the Shay. With any luck at all, we'll have her up and operating in June.

7485

Mike Reading is ready to start the repairs and fine tuning to get our 45 ton diesel up and running again. We had a couple of minor problems when we moved all the equipment around in February. Problems like the brushes on the #2 traction motor self-destructing and also a problem with the #2 engine going up on the governor and having to be shut down using emergency procedures. Mike has already done some preliminary work on it the past couple of weeks and the parts have been ordered from General Electric. Dan Robirds did the ground work on locating the parts and the right people to talk to at General Electric. Ken Helm also spent a Saturday working on this loco.

P&H CRANE

Vern Cook and Dale Prescott have rebuilt all of the master cylinders for the rubber tire crane in the last couple of months and have reinstalled them. It was quite a project as the maintenance book doesn't give enough information on this type of job. Dale had to use his experience and "eyeball gauge" to do the rebuild, but from the looks of the finished project he did another terrific job. In the same vein, Vern Cook and Dan Robirds put a Saturday in on the rail crane which has been neglected since bringing it to Campo. There are not enough hours in a day or enough people to take care of everything the way we would like to.



Coos Bay Lumber No. 11 demonstrates the correct way to place a wooden caboose in the car shop. Ken Helm is in charge of the 2-8-2T as ATSF #1413 is rolled inside on track 2 at PSRM Campo. (Norm Hill photo)

1809

John Gieffels, Henry Lines and crew continue to work on our MRS-1 in preparation for our operating season. Along with John and Henry, Ron Hyatt, Dan Robirds, Dale Prescott, Jim Enos, Danny Mitchell, Bill Palmer, and Bob Spencer have been putting in time on the #1809. Not to forget the support supplied by Peter Duncan, Larry Rose and Ron Hyatt, who have paid for diesel fuel to keep her growling on weekends.

MISC.

Brian Valleau and Ken Helm removed the injectors from our diesel driven air compressor and we had them commercially rebuilt and set. Brian not only paid for the cost of the overhaul of the injectors, but he had to put them back in. When he finished this he was more surprised than anybody when it started up on the first try. That's not bad for a gunners mate!

HOW TO LEARN STEAM LOCOMOTIVES

We still have a long way to go before our scheduled operation begins and as always we can use help of any type. Believe me, you don't have to have any experience to work with us, just a desire. You don't have to commit yourself to every weekend; we'll take any time that you can give. There's a great bunch of people who come out to Campo to work. It's a good way to escape from the hectic day-to-day grind and forget all of your work-a-day problems. Besides, where else can you talk about trains all day and and be with people who know what you are talking about?! We car pool from the La Mesa depot every Saturday at 8:00 a.m. Call Larry Rose (469-3064) beforehand so arrangements can be made. See you at Campo!

PSRM Campo

In between rain and snow at the museum this winter quite a lot has been accomplished. Ed Duling finished the concrete yard box for our main building water valve. It has been set, leveled and backfilled around. Cliff Pennick was one of the assistants in this project.

Building and Utilities chief Barney Barnier and son Bob have finished hanging new low sodium light fixtures above track three in the car shop. The old fixtures have been disconnected and the new energy efficient lamps have been switched in two banks along track three so that two restoration projects can be lighted independently. If only one night project is going on, this makes for additional savings on our electric bill.

While Paul Bortell was looking after museum affairs in New Jersey, Ross Robinson continued to make progress in the drywall hanging area. Ross made a good start in the stairwell and patched many holes in the bunkroom ceiling. Paul returned to start under the stairs, where the washing machine will be set, cutting drywall around fire sprinkler heads and plumbing stub outs. Paul is donating all of the drywall for the lounge, office, kitchen, bunkroom and toilet finishing project. He has over 1,000 bucks invested in this area in less than a year!

Another area of Paul's interest and target of large donations is the now legendary Saturday hot lunch. Chef Bortell plans the menu, provides the groceries, and feeds about twenty of the museum sweat hogs at each sitting. When Paul is out of town various pinch hitters try their hand in the kitchen. Ken Locke, Jack O'Lexey, Ron Milot, Tanya Rose, David and Linda DiGiorgio, and Ron Hyatt have provided groceries and flirted with culinary disasters in Paul's absence.

New member Suzanne Ray was talked into kitchen duty one Saturday by Larry Rose, an admitted bozo in the cooking department, and came through in superior fashion assisted by Dan Botkin, who handled dishwashing and cleanup. Geoff Shepherd is the usual duty dishwasher because he is also the biggest chow hound at PSRM.

And what about the other domestic chores around the museum? Larry Rose has donated all the toilet paper, paper towels, heavy duty hand soap and garbage can liners consumed in the last few years. Joel Cox chipped in with hand towels and dispensers last month and is also Larry's chief helper hauling the trash trailer to the dump every two weeks. Geoff Shepherd is the principal broom and mop jocky and has kept the bunkroom and the toilet room semi-clean. This is a never ending battle, as every Saturday night, when the sweat hogs stumble in, the bunkroom becomes an instant combination dog kennel and skid row flop house.

Thanks to all the unsung heroes who make PSRM Campo livable as well as fun for the weekend warriors who man the front line trenches for your railroad museum.

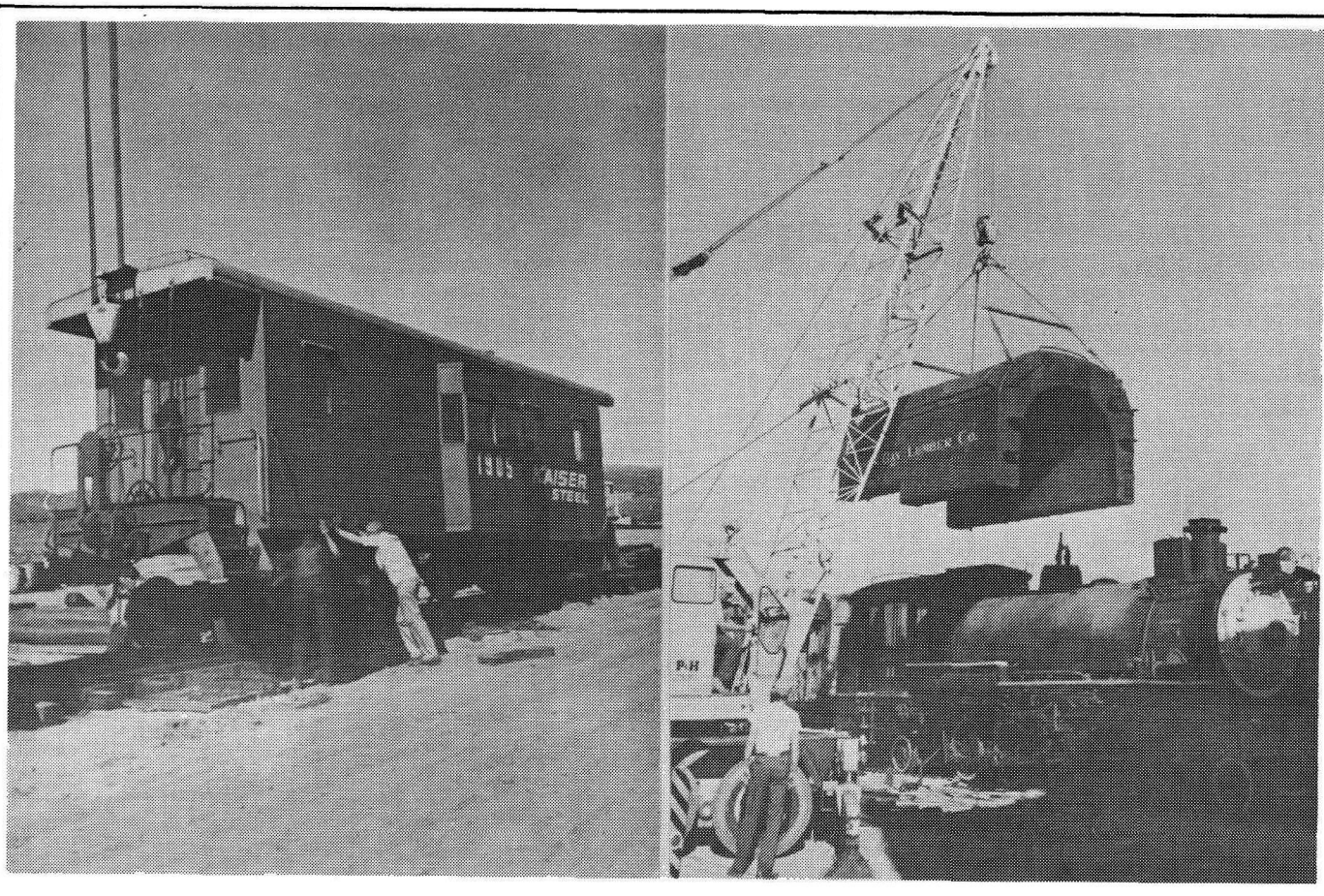
Elsewhere at PSRM, Dick McIntyre is back from vacation in Australia and New Zealand and is working again on the reassembly of the big Santa Fe gantry crane. Dick is nearly finished welding the legs back together. They will soon be hoisted back into an upright position so the track support bridge can be set on top.

More steel enamel panels have been delivered to PSRM for the car shop skin replacement project by Barney Barnier. This material will be placed above the main doors. The proper staging and the need for a few more warm bodies to help are temporarily holding up installation. Ed and Hazel Duling donated the cash for this project.

Bob Nickles, Larry Rose, Bill Palmer and Ron Hyatt have been making good progress on several track crew gang car rebuild projects. Barney Barnier donated some clear Douglas fir 2 x 12's for a new crew trailer bench top. Tom Tucker of MISSION SHEET METAL of Anaheim fabricated and donated a new sheet metal top for the crew trailer working from drawings provided by Larry Rose. The other project is an S-2 gang car that Bob Nickles is putting back together. It has new parts and new sheet metal flooring donated by Larry Rose. Ron Hyatt and Bill Palmer have gotten our second S-2 car running and have given it a new coat of bright orange paint, traditional for such machines. These track cars and trailers will be used in our mainline tie replacement project to begin later this year. Over four hundred ties have been marked for replacement in the seven miles between Campo and Clover Flat.

Another very important activity at PSRM is greeting visitors and conducting tours of the equipment. We are always hurting for people to show visitors around. Sometimes, on a Sunday afternoon, we will get two hundred visitors and will have only a handfull of volunteers trying to work and answer questions too. Thanks to Bill Niedrich, Max Miller, Roy Pickering and Dorcas Utter for helping out lately in this area. Bill is especially good at this, as he always signs up a new member when he comes out.

As the museum program expands, more volunteers are needed to help in many areas. If you haven't been to Campo lately, come out and look around. You might find a fun project to your liking and even discover a new purpose in your life, helping your friends build the west's finest operating railway museum!



It's so nice to have our own crane at the museum so that normally difficult lifting projects can now be taken care of quickly and routinely. The Eagle Mountain caboose is shown here being set on track 4 with Mike Reading, Jim Lundquist and Jim Hamill as ground crew. The same day, the water tank is being lifted off the Coos Bay engine so inside leaks can be repaired. Barney Barnier consults with crane operator Vern Cook on the next move. The tank was repaired, sandblasted, painted and re-installed in two weeks. (L. Rose photos)

EDITORS NOTE

Depot staffers and membership news didn't make this issue. Kudos for our loyal depot staffers and greetings for our new members will be picked up in the next REPORT. The editor's bout in the hospital is over and the newsletter schedule should get back to normal now. Many thanks to our railroad friends who showed such caring and support for Tanya and me in troubled times.

EVERYTHING TRAINS Gift Shop News

WE'RE BECOMING A CHAIN STORE! A chain of 2, that is, when we open our second shop at Campo starting later this year. We plan to stay open the same hours as before in La Mesa, while opening at Campo on Saturdays and Sundays to coincide with the scheduled passenger trains on the San Diego and Arizona Railroad at Campo.

We'll need volunteers to staff at both locations. This will be a good opportunity for the wives and teenage children of train crew members to make a family outing of it, and for others who want to be near the action, want to help, but perhaps aren't quite the type for running locomotives. Come and help us in the Gift Shop. We hope to be able to staff adequately so that our staffers will be able to take turns getting out and enjoying the other activities.

We're also going to need more help in town to support the larger Gift Shop operations. There are a number of jobs that people could do in their own homes or wherever is convenient. We need people to process new merchandise (counting, packaging, pricing, labelling, etc.). We are getting more mail orders and could use a volunteer to package and ship them out. Someone who is home regularly during the day could be a big help by receiving our packages. We could use someone to call around and schedule the staffers. There are lots of ways we need helpers, and probably there's a way YOU could help, too. Call Linda at 283-3066 and talk to her about it.

THE GIFT SHOP SUPPORTS PSRMA in a variety of ways. With our knowledge of sources and our purchasing ability, we were able to give a big boost to the job of getting train crews ready. We were able to order several hundred dollars worth of text books for the crew training courses, as well as authentic railroad uniform items for the crews. These items are being made available to actual crew members at cost, so we are getting the money back. But laying out that much money in advance would have been very difficult for other departments.

And welcome to new members Peter and Theresa Snell, who came to PSRMA by way of the Gift Shop. Peter and Theresa run Creative Screen Process in Gardena, and supply the shop with license plate frames, comical signs, check book covers, pen sets, and many other items with railroad designs screen-printed. When they found out what their San Diego customer was all about, they joined up, and have been seen down here many weekends, working hard on the rolling stock in La Mesa.

And a big **THANKS TO OUR STAFFERS** for February and March -

Cecil Badman (2 times)	John Cunningham (2)	Kathy Danielson
Terry Danielson	Linda DiGiorgio	Bette Donovan (3)
Carmen Donovan (4)	Bill Evans	Rae Gay (2)
George Geyer	George Heflin IV (5)	Brian Jackson
Traci Jackson	Shiela MacKay	Dave Slater
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.