



July-Aug. '85

REPORT

No. 199



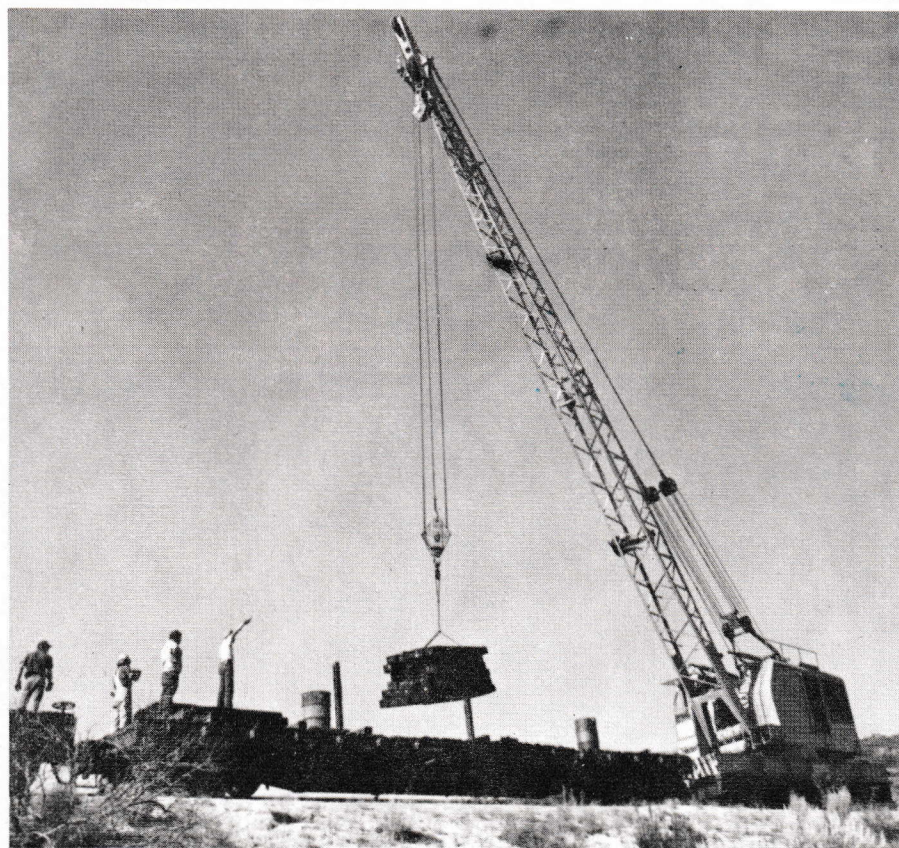
WORK TRAINS ROLL AT PSRM CAMPO!

Museum work trains have been rolling for the last two months hauling materials and volunteers to the site of our 950 foot siding at Clover Flat. This run-around and a water tank, fed by nearby Miller Creek, will be the destination of the museum excursion trains as PSRMA resurrects the San Diego and Arizona Railway as our operating entity.

These photos, by the REPORT editor, show a typical lash-up with 45 tonner #7485, hauling our Army guard car and a flatcar loaded with rail and a not-so-typical train featuring the 120 ton #1809 with #7485, PSRMA's first ever diesel double header. News of this action and a fine equipment donation by the Union Pacific lead off this issue of the association newsletter.

BIG TRACK GANG WORKS CLOVER FLAT

PSRM's new Clover Flat siding is about 80% complete as this is written. A large group of members have been making terrific progress each Saturday since the first museum work train got underway in July. The west switch was completed in three weeks so that our work trains could deliver the parts for the east switch and dump rail for the balance of the 950 foot siding in between. Eight hundred feet is now spiked in place and all material for the east switch delivered.



Our ex-navy crane is shown here unloading switch ties at our siding seven miles from Campo. From left are riggers **Steve Spreckelmeier**, **Dave Slater**, **Dale Prescott**, and rig master **Barney Barnier**. **Vern Cook** is running the crane. L. Rose photo

Our self-propelled forty ton crane did the heavy unloading with **Vern Cook** at the controls. In fact, the crane moved on the railroad with its own orders as a separate train. All trains, including inspection speeders, are dispatched with written orders on our own forms. **Ron Milot**, **Ron Hyatt**, and **Larry Rose** collaborated on getting the paperwork in order. **Louise Reneau** has gotten involved as a clerk-typist as the San Diego and Arizona Railway is now officially in business.

The train register sign-in sheet is kept in the crossing shanty donated earlier this year by **Lee Adams**. The shanty has been placed near where our museum track leaves the main for the convenience of our train crews.

The track gang is aided by one of our diesel powered air compressors which has been loaded on one of the flatcars in our regular work train. Driving spikes with our jackhammer sure beats the old spike maul method, although a lot of that is done, too, to get the track in initial gauge.

It was decided to use new switch ties in the old SD&A mainline with the first set funded by the county grant of last year. The second set was funded by a \$4,000.00 loan from **Jim Lundquist**, as our Executive Director puts his wallet as

well as his heart and soul into the success of this adventure. The sooner this siding is finished, the sooner our SD&A excursion trains will roll.

Our U.S. Army guard car, nicely restored by **Norm Hill**'s foot troops a few years ago, serves as our crew transport when the gang is too big to travel by speeders and push cars. The car's sinks and tables adapt well to lunch time use and all of our track tools fit inside easily. This car was envisioned as a crew car years ago back when PSRMA numbered only about two hundred members. The old timers who worked for its donation back in the sixties must be especially gratified to see it restored and used in this manner.

The steel flatcars being used to transport rail and ties were left on the Campo house track when the Carriso Gorge trestle fire shut down the SD&AE back in 1983. Even though still isolated from San Diego, the cars came under the custody of the new short line operator SD&IV, who loaned them to us for this work train duty. The two flats were built in the 30's and had not seen any maintenance for years, having come with the property when SP sold the railroad to San Diego Trolley parent MTDB. **Ron Milot**, **Larry Rose**, **Brian Valleau** and **Barney Barnier**, among others, hunted down and fixed numerous air leaks, replaced brake hoses and serviced the journal boxes before the first work train could get underway.

Power for the work trains was provided by MRS-1 #1809 and tiny 45 tonner #7485. One day, a trainload of rail was too heavy for the little G.E. switcher to handle on the 1.4% grade to Clover Flat so #1809, even though scheduled for maintenance that day, pushed the little side rod clanker and rail flats to the work site and then drifted light back to the museum. It was PSRM's first ever diesel doubleheader! After unloading rail, #7485 had no trouble coming down the hill with the emptys. After the initial material delivery, #7485 has been the regular work train power, being much better on fuel consumption than the 120 ton #1809. **John Gieffels**, **Ron Hyatt**, **Gaylen Dyreng**, **Henry Lines** and **Jim Lundquist** have performed as work train engineers. Brakeman duties were handled by **Geoff Scheuerman**, **Dave Slater**, **John Ashman**, **Dick Ruppert**, **Bill Palmer**, **Brian Valleau** and most of the above throttle jockeys when not in the right hand seat.

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)

One more switch and a lot of ballasting are left to do but our track tamping machine will be brought up for the gandydancing now that most of the hard work has been done by the volunteers on this honor roll:

Charles Alban
John Ashman
Al (Barney) Barnier
Gordon Buck
Vern Cook
Dick Diestel
Gaylen Dyreng
Ken Fowler
David DiGiorgio

John Gieffels
Jim Hamill
Ron Hyatt
Duan Leal
Jim Lundquist
James Mee
Ron Milot
Bob Nickles
Ed Gaede

Steve Norris
Steve Oualline
Mike Panger
Bob Platfoot
Dale Prescott
Bill Palmer
Jim Rasmussen
Mike Retz
Bruce Semelsberger

Larry Rose
Dick Ruppert
Geoff Shepherd
Geoff Scheuerman
Steve Spreckelmeier
Dave Slater
Brett Tallman
Brian Valleau
Paul Westover



Rail is lifted onto the ties at our Clover Flat siding by an eight man crew who are (from front to rear) Jim Lundquist, Geoff Scheuerman, Jim Hamill, Charles Alban, Dick Ruppert, Paul Westover, Gaylen Dyreng and Ron Hyatt. Down the track, Dick Diestel and others spread joint bars, tie plates and spikes. L. Rose photo

GRANTS FOR '86 TOTAL \$30,000!

Here's some great news! The Security Pacific Foundation has included the museum in its 1986 operating budget for a total of \$10,000.00 payable over two years. The first installment will come to us next summer. The San Diego County Board of Supervisors has also included us in their Transient Occupancy Tax (T.O.T.) distribution for this fiscal year to the tune of \$20,000.00! The first T.O.T. funds installment should be available next month.

Board of Trustees President H. C. "Chop" Kerr handled the request paperwork for the Security Pacific Foundation grant. Chop applies to dozens of grant sources every year. Filling out applications and submitting backup material is a big job with a very small success rate. Persistence and dedication by Chop have paid off twice now with \$10,000.00 grants. The foundations are inundated with requests from all sorts of charitable groups and getting PSRMA included in their grants budget for any amount is a major achievement for which we are greatly appreciative.

Jim Lundquist and Harry Doering were involved in this year's T.O.T. fund request from the county. Supervisor George Bailey, a former La Mesa mayor, has been a good friend on the board and helped arrange the total of \$30,000.00 we received for 1983 and 84. These funds were used for the purchase of the Lackawanna cars, ties for the S.D. & A.E. mainline project, work train fuel and our ever increasing insurance premiums. It is expected that these funds will be used for similar purposes this year and next with more funds, hopefully, filtering down to our chronically hard pressed restoration and mechanical departments. Our facilities superintendent also has several projects on hold due to lack of funds, and these grants could be really good news to the volunteers manning the front line trenches.

UNION PACIFIC DONATES PFE REEFER

Back in the days of the railroad tycoons, the great Harriman empire which included the U.P. and S.P. among others, spawned the Pacific Fruit Express Company, whose colorful orange refrigerator cars sported both the U.P. and S.P. heralds and hauled the nation's perishables for more than half a century. Mr. E. H. Harriman did more than anyone in developing California's huge agricultural potential by developing this efficient way of getting the goods to the eastern markets. California is the largest agricultural producer in America today largely because of his pioneering efforts at the turn of the century. P.F.E. was dissolved only a few years ago and the classic cars began to disappear fast into maintenance of way service and the scrap yards. A few of the cars have found their way to museums and a few are still in service wearing different paint, the last P.F.E. group having been built as late as 1958.

We are happy to announce that the **Union Pacific Railroad** has donated one of these well known refrigerator cars to PSRMA. In fact, it is one of the first group of mechanical "reefers" ever built, being produced in 1953 as one of a lot of twenty five numbered 300001 to 300025 designated Class R-70-7. Our car is No. 300010. It is fifty two feet long, all steel, and is complete with roof walk, mechanical refrigeration equipment and original paint.

The P.F.E classic was delivered to our La Mesa spur last month gratis, in a move via **Santa Fe** and **S.D. & I.V. Roger Garrett**, our Acquisitions Director, helped arrange this donation, our first ever equipment gift from the U.P. Our U.P. collection now totals four pieces of rolling stock. Our Fairbanks-Morse locomotive (ex-U.P. #1366), coach (ex-U.P. #576), and diner (ex-U.P. #4054) were purchased or donated by non railroad owners.

The **Union Pacific** people have done us many favors over the years moving equipment over their road at no charge and as the only western road running steam excursions, they regularly do favors for all railfans. Our first hardware donation from the "We Can Handle It" railroad is another terrific favor because of the historic significance of the world's largest fleet of refrigerated transport vehicles in the development of California and the west. The fact that Edward Henry Harriman, the greatest of the great railroad barons, started the P.F.E. nearly eighty years ago, adds to the mystique and importance of this car to our collection. Thank you, **Union Pacific!**

INDUSTRIAL ARCHEOLOGY (RESTORATION NEWS)

by Norm Hill

The people who work on the restoration of our equipment truly amaze me sometimes with their dedication. While I was enjoying myself for almost two months riding and photographing beautiful engines like Norfolk Southern's J 611, these people continued to keep our restoration going. They worked on very dirty and tough car restoration projects in very hot, sticky weather. The museum would look a lot worse if it were not for these very dedicated people. Special thanks go out to **Bill Barbour**, **Steve Norris**, **Peter Snell**, **Theresa Snell**, and one of our new members, **Charles Alban**.

ATSF 1413

Our museum's first and finest "shack" shines again. After some weekends of prep, the car was repainted. It looks super. **Larry Rose**, **Bill Barbour** and **Charles Alban** did the painting; now all we need is for Larry to get away from the track gang long enough to letter it.

SP 1351

Peter and **Theresa Snell** continue on this car, stripping its interior woodwork bare. They have also restored its old stove to "good as new" condition. Peter rebuilt the bathroom door, replacing fifteen ventilation slats and other parts. The Snells not only do all the work on the car, they fund all the restoration costs out of their pockets.

KAISER STEEL 1905

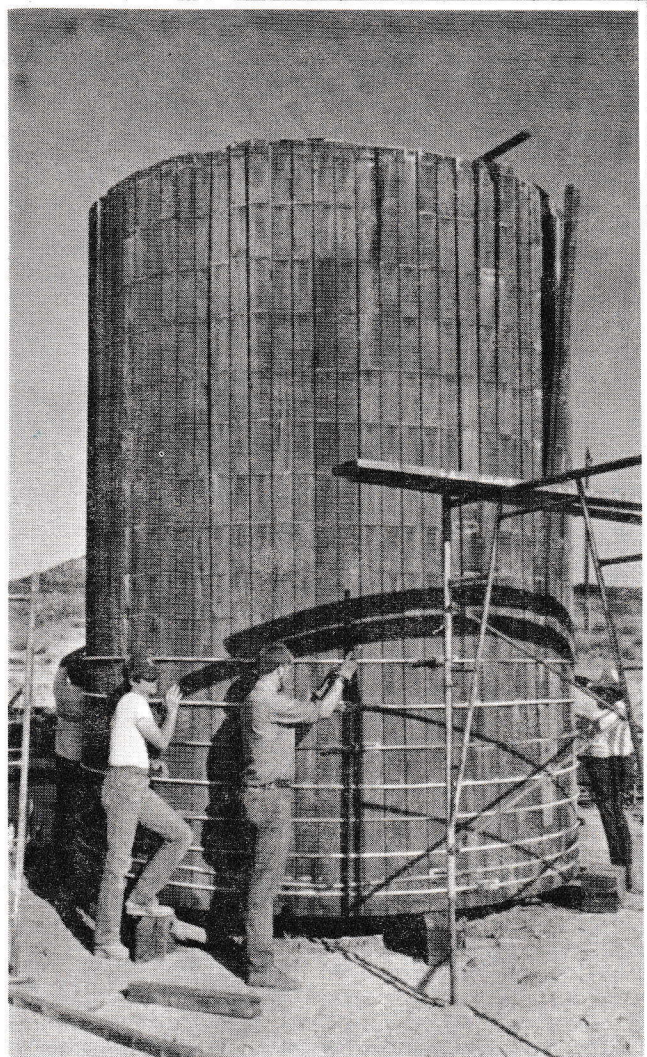
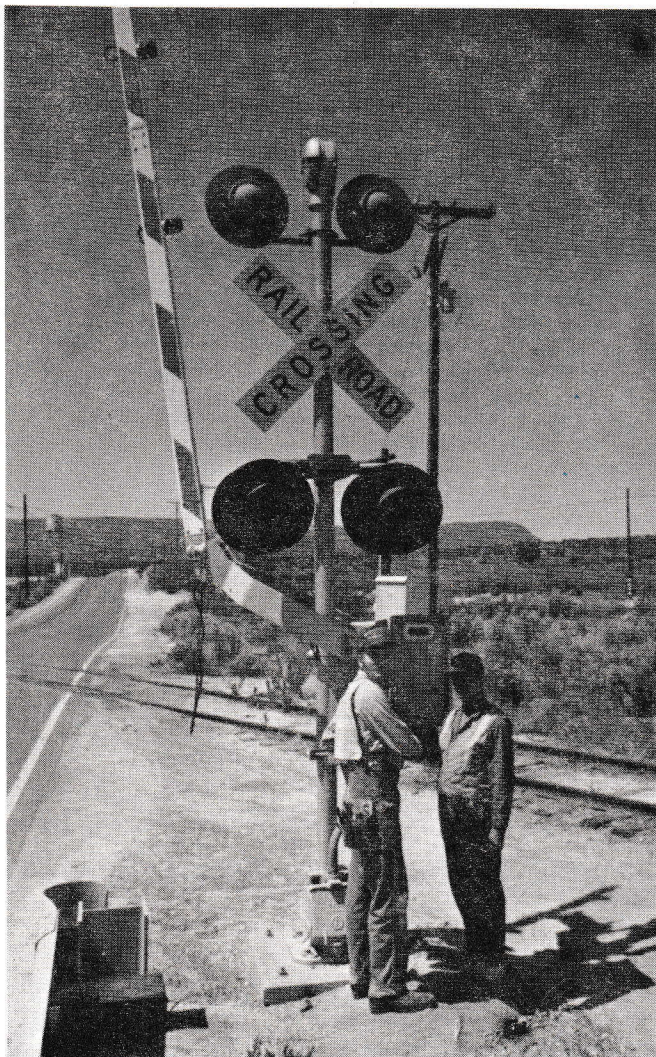
The undercarriage, end sills, platforms, handrails, trucks, air tank and other underneath parts of the car have been totally stripped and repainted black. The handrails are repainted white. **Mike Panger** has repaired the brake hardware and the car should be rolling along soon carrying our track workers to their work sites.

ACY 3024

We recently began work on our museum's only wooden boxcar. For almost ten years I've walked by the car thinking something like "Someday we will start restoring this car", although some maintenance was done a few years ago. Its roof was stripped back in 1978 and recoated with aluminum roofing paint. Last month, one truck and all the metal bracing on one half of one of the car's sides was stripped clean. The car is an outside braced wood boxcar with what seems like "miles" of steel parts and braces. We are using chipping hammers and chemical paint stripper on the metal parts so none of the wood exterior boards are damaged. It is a lot of tedious hard work, but a rarity like this is worth it.

Norm Hill, **Tom Travis**, **Steve Norris** and **Bill Barbour** have been doing the work on this veteran of the Akron, Canton and Youngstown road. Norm and Tom donated all the supplies used. We need all the help we can get on this car. If you really like old-fashioned freight cars and want to help save one of the few left, come on out some Saturday and help. It always amazes me what one person working with us can accomplish. It could save months on a project like this.

CROSSING GATES & WATER TANKS ALL IN A DAYS WORK AT PSRM CAMPO



These two photos by the REPORT editor show a couple of projects in progress which are directly related to the Clover Flat siding project. At the left is the crossing gate at Highway 94, mile post 67.18 on the S.D. & A., a little over a mile east of the museum. **Henry Lines** and **Bob Haney** are shown working on the relays to see that the gates work properly when our work trains roll through. Henry is an ex-Santa Fe signal maintainer who is now chief electro-mechanic for the San Diego Trolley. Another ex-Santa Fe signalman, **Dan Robirds**, has also helped get this gate set fully operational.

At the right is one of the wooden water tank kits donated a few months ago by the **San Diego Gas and Electric Company** being put together by our crew at the east end of the museum grounds. From the left are **Geoff Shepherd**, **Paul Westover**, **Scott Thompson** and **Ray Lethbridge**. **Ron Hyatt**, **Larry Rose**, **Charles Alban**, **Ron Milot**, **Jim Lundquist**, and **Brian Valteau** also helped get this tank back together. When the first test filling reached four feet the wood swelled up and the leaks stopped. **Ron Hyatt** couldn't resist going for a moonlight swim after toiling all day in 100° heat to get this tank ready for installation at the site of the original Clover Flat tank.

Russ Kimball has uncovered the original concrete footings at Clover Flat and has designed a frame using our stock of 12x12 beams donated earlier by **Wally Barber**. The tank is 12 foot in diameter and 16 feet high, the same size as the original. See pages 116 and 129 of **Bob Hanft's** book "San Diego and Arizona, The Impossible Railroad" for photos of tanks like this at Campo and Dos Cabezas. If you don't have this book, drop by the museum gift shop and get one; it's the bible of the S.D. & A.

ON THE BEG AGAIN

It seems that a month never goes by that we are not asking our general membership for support of one type or another. This month I would like to ask your support in helping the Museum to acquire needed tools. In the past, the people doing the work have supplied their own tools or bought the needed tool and donated it to the Museum. But now we are getting so big and spread out over our area, that it is no longer possible for the same people to supply everything needed. What we need to do now is set up a central tool issue room where the tools can be checked out and returned on an as-needed basis. To do this, we will need to purchase the tools first. This is where your support is needed and would be a good place for our members who cannot come out to Campo and assist on the various projects to send whatever they can afford to help this project get off the ground. We have located a good source of tools at a wholesale house at very realistic prices. Please send whatever you can afford and mark your donation "Tool Fund".

MECHANICAL DEPARTMENT NEWS

by John Ashman

The first piece of heavy equipment to Clover Flat was our rail crane operated by **Vern Cook**. The crane was followed by a train consisting of the two S.D. & A.E. flatcars which had been sitting at the Campo Depot for the past couple of years, G-10 (our own Army guard car) and our MRS-1 #1809. The turnout of people for our first real work train was fairly large (needless to say, as the weeks went by they got smaller and smaller). Once the train finally got rolling for Clover Flat, everything went just fine. The engineer for this trip up the hill was none other than **Gaylen Dyreng**. Gail was the engineer for the last train that ran over this portion of the line back in 1983 when the S.D. & A.E. was the operator, so it was only fitting that he be the engineer for our first train over this portion of the line. We also had member **Lee Louis** from Channel 10 News along. It was Lee's day off, but he elected to come and tape this special occasion for us with Channel 10's fancy video rig. Maybe you saw the results of his taping on Channel 10's early news show. I think it was the best piece of coverage we have ever had.

1809

After powering the first few work trains, the #1809 has been down with fuel contamination problems. The engine sat for so many years with less than a full tank of fuel that the tanks rusted on the inside and now we are having troubles with clogging fuel filters and the bypass pumping bad fuel to the injectors. **John Gieffels** and his crew have been working on the problem but suffer from lack of funding, as usual. John and the guys have invested hundreds of dollars out of their own pockets to get this engine running but need some help to get the last few problems taken care of. Can anyone out there in membership lend them a financial hand?

2-8-2T #11

The Coos Bay locomotive still sits idle awaiting the rivets to be replaced in the fireman's side of the boiler. We drilled them out ourselves and had planned on doing this work on our own but our boiler insurance will not allow this and requires us to have it done by a certified boiler repair service. This will be Dickson Boiler Company out of the Los Angeles area and will cost us somewhere between \$2,500.00 and \$3,000.00. So, again the same problem of funding has come up to hold us back on this project for awhile.

SHAY #3

The Shay continues to progress under the guidance of Master Mechanic **Ken Helm** and Project Manager **Steve Spreckelmeier**. The journal packing has finally arrived and will be replaced in the next couple of weeks. Ken is now trying to locate metallic packing for the steam cylinders. Hopefully, if all goes well, we will have this old sidewinder inspected and under steam sometime in November.

Santa Maria Valley Railbus

This Model "T" powered Fairmont product of 1933 is now over our new inspection pit on track three in the car shop. How it got there from track one is kind of interesting because it involved no switching moves. New member **Dave Mathews**, an experienced heavy equipment operator, picked it up with our P&H truck crane and simply moved it over two tracks, setting it down without a scratch. It is scheduled for a new radiator in the next few weeks and lots of cosmetic work from the restoration troops.

Support Equipment

Dale Prescott, a professional auto mechanic, took our Chevy pickup truck to town, tuned it up, did a full brake job, repaired the starter drive and fixed everything else he could find that needed attention. This is the kind of non-railroad work that no one likes to do, but is vital to our operation at Campo. This truck regularly hauls trash, tools, and fuel barrels, backing up almost every project we do. Thanks, Dale, for a super job!

Lackawanna Cars

Jim Hamill continues his lone weekday work on the Lackawanna passenger cars at the trolley yard. Jim works Monday through Friday in the mornings cutting off parts of the cars that we will not need, replacing windows and, in general, trying to get them ready for the move to Campo. If you have some spare time, give him a call at 277-2626 or just show up at the trolley yard and give him a hand.

I would like to thank the following people for helping out in Operations and our Mechanical Department, and if I have missed anyone, I'm truly sorry.

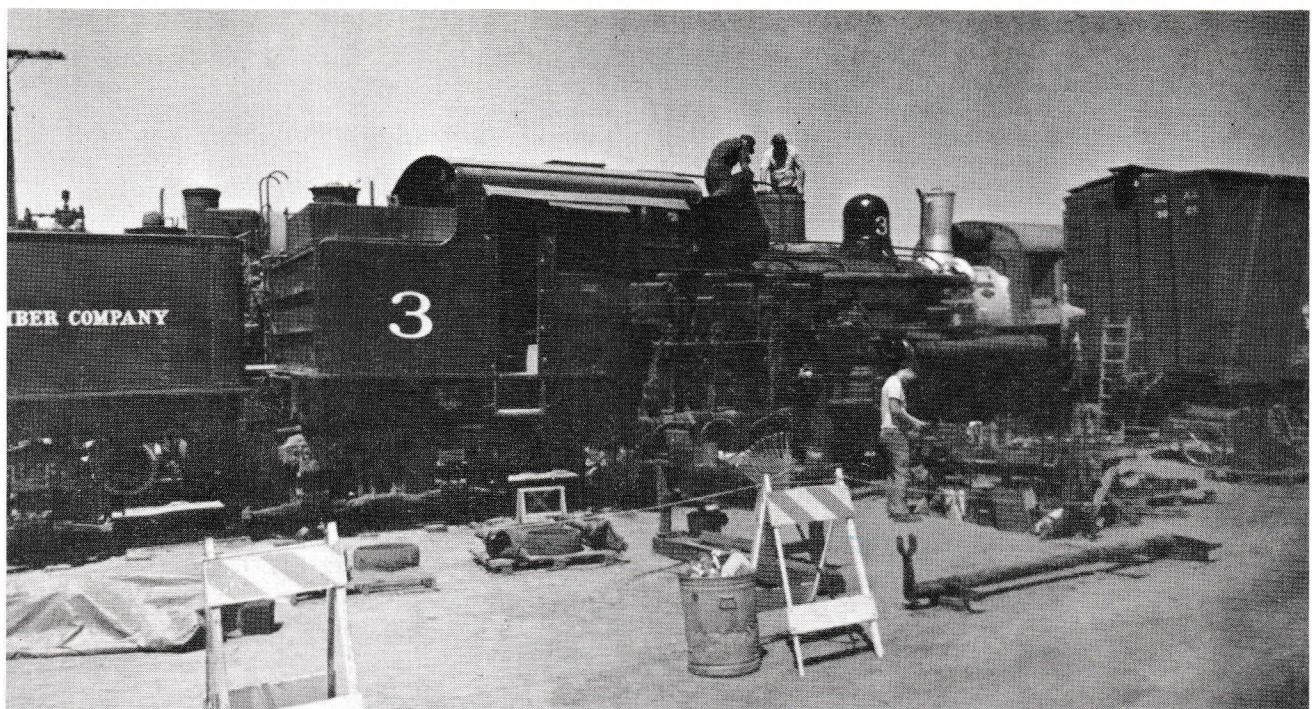
Steve Spreckelmeier
Henry Lines
Dave Slater
Dan Robirds
Rene Scheuerman
Jim Enos
Dick McIntyre
Brian Kurth
Wesley Wilson

Scott Thompson
Carl Ripple
Brian Valleau
Mike Seed
Bill Palmer
Steve Oualline
Ron Hyatt
Mike Combs
Vince Tobin

John Gieffels
Mike Reading
Mike Panger
Vern Cook
Randy Gibson
Huston Daniel
Ron Milot
Ken Helm
Bob Haney

Gaylen Dyreng
Bob Nickles
Brett Tallman
Geoff Scheuerman
Dale Prescott
Dave Mathews
Louise Reneau
Dick Ruppert

(and last but not least, my shipmate from the West German Navy, Hauptbootsman **Mike Nielsen**, who solved the reverser problem on our little Porter diesel.)



As can be seen in this picture by the neatly palletized parts and roped off work area, Shay #3 is getting a very thorough going over by the Mechanical Department troops. **Brian Valleau** and **Vince Tobin** are bolting down the inspection lid on the steam dome. **Steve Spreckelmeier** is barely visible with his head in the works under cylinder one and **Wes Wilson** is standing at the workbench. At the right is ACY boxcar #3024, which is now being stripped by hand and painted by **Norm Hill's** restoration crew. L. Rose photo

PSRM HEAVY EQUIPMENT SCHOOL NOW UNDERWAY

Classes on operation of the museum's heavy equipment are now in full swing at San Diego High School Evening Adult School. Classes are being given by **Red Gilliland** (the local Teamster driving school honcho) and **Vern Cook** (recently retired heavy equipment supervisor for SDG&E) covering truck driving, crane rigging, and forklift operation. Speeder operation and track inspection technique are also on tap for later on as the classes are scheduled through January, 1986 every Wednesday night from 7:00 till 9:00 p.m. in Room #K164 at S.D.H.S. (Its in the same building as our engineer and brakeman school last spring.) Call **Dick Ruppert** at (619)459-2573 to get in on it. About twenty members are regular attendees, so far, but there is room for twice that, so don't feel shy about showing up for a little continuing education.

BIG DIESEL COMPRESSOR ACQUIRED

John Ashman has bird-dogged another air compressor. This time it is a really big one with capacity to drive our entire shop air system! Acquired from our government surplus source at Imperial Beach, the big four wheeled trailer mounted rig was hauled to the museum by **Dick McIntyre**. The unit is a Worthington diesel that puts out 150 CFM and it was fired off on the first push of the button. Not bad for an investment of 350 bucks!

Right now only the underground portion of our shop air line system is in place but the materials are on hand to pipe the whole place with air tool outlets where needed. Getting the Clover Flat siding finished should free up a few people to get this project going again.

RAILFAN PATROL NEWS

by Capt. Dick Schleicher

The Santa Fe Railway Police have asked us to be on the lookout for a crossing gate that was stolen several months ago up in the 2nd District of the Valley Division. Please keep your eyes open at railroadiana swap meets for all of any of the following: crossing gate, cross buck, bell, and spiderbar with four flashing lights (total value about \$900.00).

The particular location that the gate was stolen from was the Milnes Road crossing of the mainline (milepost 1092.4). This is southeast of Modesto, between Modesto-Empire Junction and Riverbank, near Claus siding (milepost 1092.8). The only thing the thieves left was the vertical pole. If you find or see any of the above items, please call the Stockton Santa Fe Special Agents or any Santa Fe Police Office.

Karl Swartz, our own Fourth District Los Angeles Division Assistant Superintendent of Police, informs us that June was a good month for the clearance of crimes in the Fourth District: burglary clearance, 300%; vandalism clearance, 115% (15 vandals caught); overall clearance for June, 129%; clearance year to date, 40%; 25% recovery rate for stolen property in June; 3,427 aliens apprehended year to date.

If you are interested in finding out more about Railfan Patrol, call me at (619)223-1087 or Tanya Rose at (619)469-3064. We will be happy to tell you more and send you additional information on how you can enhance your train watching and help protect your favorite railroad and its trainmen.

PSRM CAMPO

What's going on at the museum with most people out on the line working at Clover Flat? Quite a bit, actually. The mechanical department is busy around the place and the restoration crew is plugging away and work on the plant during the day has fallen mainly on **Barney Barnier**. A few of the mechanical types have been helping him on occasion and **Paul Bortell** is back from his hospital bout (just as ornery as ever) and is helping as best he can.

Barney is installing white marlite paneling in the toilets. This is a hard scrubable surfaced material which is being secured with adhesive to the plywood walls. **Skip Carlisle** and **Paul Bortell** have been taping the drywall on the wall between the washroom and the bunkroom to get it ready for this material. The same stuff is going on the kitchen walls when we can afford some more. Barney funded the first batch of panels out of his own pocket, as usual.

Dale Prescott and **Jim Enos** left their mechanical department chores long enough to install a new 4" concealed sewer vent and tear out the old pipe which went up the outside of the shop building near the track three door. They also did some work on the copper water lines putting in a new valve in the line to the water heater.

Dick McIntyre built two new fourteen foot high steel door frames to be installed in the west end of the car shop. This door is designed to let the forklift and other service vehicles into the car shop to pick up and deliver heavy parts to the restoration work area between track three and the machine shop. This door will also allow us to plug the track three access at the north end with something that deserves to be inside, like a wooden caboose, for instance.

The old brittle cementitious panels on the exterior of the parts room were removed and hauled to the dump. Our Sea Bee reservist friends helped with this chore and nailed up a new plywood shear panel over the entire wall. **Ed Duling** hauled the trash trailer to the dump with the "company truck" freshly overhauled by **Dale Prescott**. As far as we know, this was the first time someone other than **Larry Rose** has collected and hauled the trash away. Things are looking up!

George Heflin has been running our visitor center and gift shop annex. George and **Dick Ruppert** have been giving tours for the folks around the museum with occasional help from **Ron Milot** and **Roy Pickering**.

A lot of shovel and wheelbarrow work has been done around the car shop lately. **Dale Prescott** filled in around the concrete meter box outside the bunkroom. **Ken Fowler** and **Steve Oualline** finished ballasting near the car shop at the track one door. One of these days, the museum will acquire a payloader or backhoe that will make this backbreaking work unnecessary. This much needed tool is proving to be most illusive. They never show up on government surplus shopping lists and even heavily used loaders start at eight to ten thousand bucks on the commercial market. Any ideas out there?

Patty Bice came to our rescue in the kitchen while Paul Bortell was out. **Louise Reneau** has also been helping when not upstairs pounding the S.D. & A. typewriter. Patty has been helping with the La Mesa Depot staffing as her main effort for the museum but her appearance at Campo was most welcome. **Louise** has fed the evening troops several times, refusing to accept the passed hat in support of her culinary efforts. **Carol Westover** also put in an appearance in the kitchen which is due for a major facelift next month. **Barney Barnier** has promised to get the stainless steel sinks and counters installed before the end of October. The ladies are not the only ones fed up with our temporary field kitchen. When its done maybe Paul Bortell won't be so grumpy.

Special thanks are due the unknown person(s) who cleaned up the fetid kennel we call a bunkroom and put down the "new" carpet. **Tanya Rose** washed all the foul sheets and pillow cases that had collected odiferously in one corner for several months. Tanya has take care of the "dead rodent" which we thought was the source of the stench.

It is getting more civilized all the time at the museum and, consequently, more members are spending the weekend working on the place. If you haven't been out to Campo lately, come on out and see our great progress. You might even be impressed, especially if you avoid the bunkroom!

HONOR ROLL

KEN & IRENE HARTLEY of Hesperia read about Norm Hill's caboose projects in the L.A. Times and helped finish off the interior details of the #1413 by donating original newspapers from the 40's. One headline read "Hitler Reported Dead In Berlin Bombing Raid!" These forty year old papers make our old Santa Fe caboose look like the crew just stepped out to celebrate the end of World War II! Quite a nice touch!

RITA CLOUD, DUANE LEAL, D. A. SICILIANO & DICK RUPPERT all donated big cash to our general fund.

TOM TRAVIS donated a hundred bucks worth of restoration supplies to be used for the project he's working on.

WALLY BARBER chipped in for the fuel fund to keep the work trains rolling.

BARNEY BARNIER kicked in a "C" note toward the purchase of our all terrain forklift.

SUSAN MERCURE sent in a nice cash donation in support of our railroad training class program.

DONALD SMILEY of **SMILEY COMMUNICATIONS** in San Diego donated four hand held radio units complete with batteries and a battery charger rack. They are now in regular use by our work train crew.

AL SLAFF & MRS. TRACY BARNES have donated books, photographs and rail memorabilia for our library in La Mesa.

BOB BABCOCK donated a forge blower fan, an ideal device for our locomotive repair facility.

HERZOG CONSTRUCTION COMPANY, the outfit building the east extension of the San Diego Trolley, donated a 75# switch kit complete with stand and all hardware.

DAN & LAURIEANNE PESSLEINICK, owners of **RENAISSANCE GRAPHICS** in San Diego, are redoing the museum brochure, have type set a new certificate of appreciation form and been a great help to our publications director.

DOUG HARLEY donated two Kodak carousel slide trays for use sorting our growing slide collection at the library.

BOB KITTEL, ROGER GARRETT, CHARLIE & PATTY CLARK, BILL GARNER & ROY PICKERING set up and staffed the museum information booth at an affair sponsored by the San Bernardino Railway Historical Society at the Central City Mall in San Bernardino. Video tape of the latest action at Campo was shown and a lot of a lot of museum information dispursed that resulted in several new memberships.

LIBRARY OPEN TO MEMBERS

by Eric Sanders & Ray Lethbridge

Effective November 7th, the Pacific Southwest Railway Museum Library will be open to museum members and friends each Thursday evening, legal holidays and museum meeting nights excepted. Hours are 7:15 to 10:00 p.m. Initially, visitors will have access only to the 1,500 book collection, selected periodicals, six or so photo albums, the museum and tourist railway newsletter file, and a small reference collection. Additional items will be added in the weeks and months to come.

PSRM's library and archival collection is located at 7484 University Avenue on the third floor in Suite L in La Mesa. Regular staffers presently include: **Judy Arbuckle, Wayne Davis, Ray Lethbridge, Roy Pickering, Dale Prescott, Bruce Semelsberger, Bill Schneider, Carol Westover** and **Eric Sanders**. Others also assist from time to time. Additional workers are needed. Show up Thursday evenings or call the Librarian at (619)469-1288.

Judy Arbuckle has completed cataloging of 1,500 books. Thanks to **Carol Westover** and her boss **Mr. Don Parent** (both of the **San Diego Gas & Electric Co.**) SDG&E has donated an electric typewriter, two office desks, an office chair and other items to the library. (Carol, Roy, Bruce, Wayne and Ray all use their personal computers for library needs.)

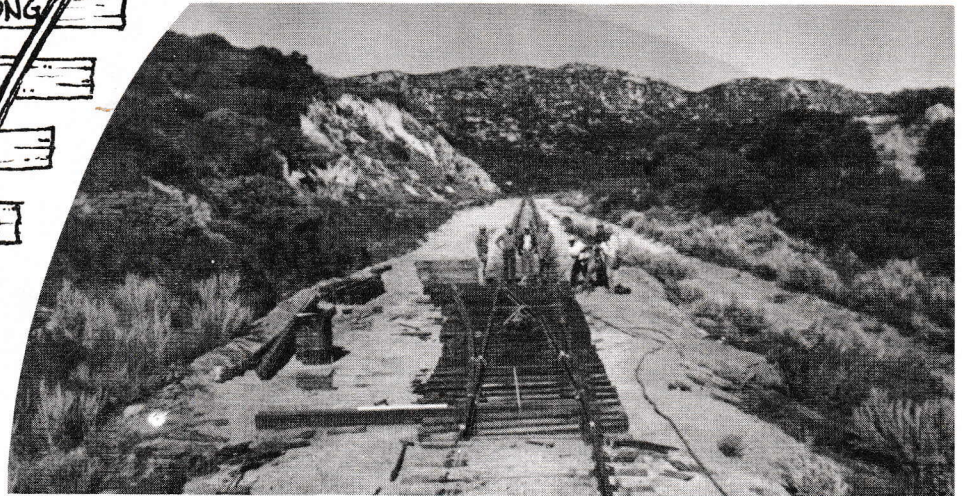
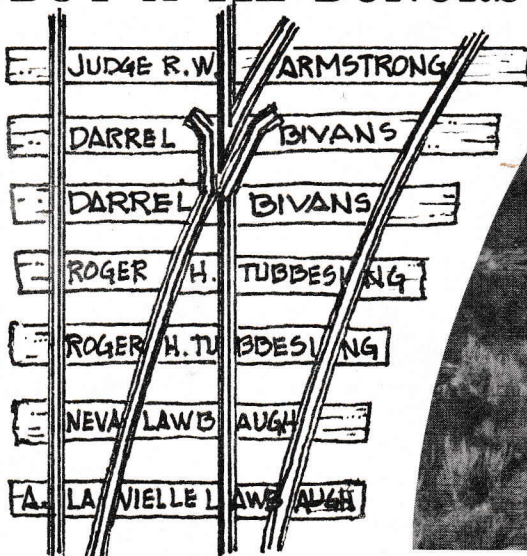
Members and friends are advised that most of the inventory has not yet been cataloged. Also please note that the library collection is a research collection. Files will be available, staffers will obtain the items needed by the visitor, and all but one of the staffers present on a particular evening will continue with cataloging and other organizational work. A brief "tour" of the "back rooms" for members will give everyone an idea of the huge amount of material still to be sorted and organized.

The news clippings file organized by **Ray Lethbridge** now has over 1,100 pages of articles. Broken down by categories we have: museum, 300 pages; local railroad news, 200 pages; trolley, 400 pages; other railroads, 100 pages and miscellaneous, 100 pages. Many thanks to **Eric Sanders, Carol Westover, Bruce Semelsberger, Ron Milot** and **Mike Panger** for their contributions in helping to refine the clippings catalog classification system.

In order to get total ongoing coverage of all PSRMA and local railroad news, we need people to scan on a regular basis and to send in the articles they find. Right now we have only the downtown editions of the San Diego Union and The Tribune covered. We need "scanners" for the L. A. Times San Diego County edition, the Daily Californian, the Back Country Trader, the other five editions of the San Diego Union and the Tribune, all other newspapers published in San Diego and Imperial counties, Rail Classics, Trains, Pacific Rail News, and any other publications that has PSRMA or local railroad news in it.

If you take any of the above publications and would like to be a "scanner" on the news clippings staff, contact Ray Lethbridge at (619)233-7535 ext. 235. This is a 24 hour number. If he's not in, always leave a message. This is a nice little job for someone who doesn't get out much or who is a senior citizen and would like to make a contribution to our museum. **Anita Rhein** has contributed many articles and, Anita, your contributions have been much appreciated.

BUY-A-TIE DONORS MAKE TRACKS AT CLOVER FLAT



This view looking "railroad east" shows where some of the Buy-A-Tie donations are going. This is the west switch at Clover Flat and our eight man track gang on this day has stopped to pose for the photo taken off the back of a flatcar by the REPORT editor, who was also a track worker this day. The Buy-A-Tie donations go directly to support this kind of action and some of the donors have said they would like to come out to Campo and see if they can find theirs. **Judge Robert W. Armstrong** celebrated being named to the Norwalk Superior Court bench by donating a tie to our museum effort. His tie, we think, is in the foreground of this picture right under the track drill!

Thanks to **Dr. Tubbesing, Darrell Bivens, A. LaVielle** and **Neva Lawbaugh** and the judge for marking up on the chart this time. We have pushed on through and are working on the east switch now. If you haven't done your bit yet for track support, send your switch tie donations in at \$14.00 a pop so we can finish up this project and get going on switch six back at the ranch.

LA MESA 1910



The REPORT editor has been looking for an open page to publish this rare photo for several years and has finally found a hole. This picture, from the collection of the La Mesa Historical Society, shows downtown La Mesa looking east up La Mesa Blvd. (called Lookout Ave. back then). The little girl at the right is waving to the engineer of one of seven daily trains that has just stopped at the La Mesa Depot. The locomotive is San Diego and Cuyamaca Railway No. 2, a 4-4-0 American type, ex-Pennsylvania #2158, ex-Philadelphia and Erie #2020, ex-Pennsylvania #652, home rolled by Altoona in 1873. The S.D. & C. acquired the engine in 1894. It was passed on to the San Diego and Southeastern Railway in 1912 and scrapped in 1914.

The typical western cowboy town appearance of La Mesa before World War I caused many early western movies to be filmed here before Hollywood became the center of the picture business.

MEMBERSHIP NEWS

by Tanya Rose

So many people are becoming life members that we will soon have to add another brass plaque to the one we have at the La Mesa Depot to accommodate all the names. We couldn't ask for a more pleasant "problem" to resolve and the heavy dollars which come in helps ease the worry load on our hard working **Harry Doering** who comes to my house twice a month to get the membership monies. Harry is on my private "honor roll" for his commitment to PSRMA; he does many things not mentioned in the newsletter which are really appreciated by us who are involved in the day to day work of keeping the show going.

I have two others to mention in that context. **John Baxter** and **Gene Ginder** regularly "save my bacon" in helping me out on learning to use the Apple III computer donated by John recently. My "future shock" was so marked at first that I would just slam the door on what seemed to be the "glaring eye" of the computer screen. These guys patiently walked me through the procedures and kept me from getting completely intimidated by this high powered machine. There are many friendly folks in this museum, and take it from one who knows, you needn't feel shy about getting involved in any activities. This is the nicest bunch to work with and you'll be welcomed with open arms when you lighten the load for those of us who have to wear several hats for PSRMA.

Coming into our PSRMA "family" are these good people who know a good thing when they see it. Howdy to you all and welcome aboard!

SUPPORTING

Steve Aquilino
Robert H. Meese
Loretta E. Proctor
Mr. & Mrs. Donald E. Dodson

LIFE MEMBERS

#44. William B. Garner
#45. Andrew W. Proctor
#46. J. F. (Jack) Ebey

SUSTAINING

Robert H. Watrous & Susan A. Mercure

CONTRIBUTING

Charles L. Delp

Larry R. Williams
Kasey Lynn Leal
Mary E. Schulz
Bette L. Donavon

Brent MacDonald
Jonathan Michael Branshaw
Dr. C. M. Oualline
Ray Stinnett

C. R. Davidson
Steven William West
Robert J. Pillow
Ray Foster

Catharine G. Henry
Bill Bucklen
David R. Mathews
Josephine Mercer

FAMILY

Bill & Joan Weeks
Mr. & Mrs. Fred Klyver

Mari C., Walt & Ken Popiela
Robert W. Sr., Robert W. Jr., & Earl W. Carlisle

Mark, Joan & David Landguth
Jim & Jan Papulas

Remember! Let me know if you are planning on moving so you won't miss a single issue of the newsletter or any special flyers. Sometimes the postoffice will forward our mailings, sometimes they won't. Avoid being disappointed because you didn't find about something you wanted to participate in. Call me (619)469-3064 or write that postcard today while its fresh in your mind.

LA MESA DEPOT STAFFERS

By the time most members read this, the La Mesa Oktoberfest bake sale to benefit the depot will be over and the depot staffers will launch into planning for a depot benefit rummage sale to be held at our prizewinning station on December 7th and 8th from 10:00 to 4:00. Now is the time to clean out those garages and attics to help support this activity. **Margaret Barksdale** (464-0061) and **Roy Pickering** (462-3392) are the organizers, so call them if you have anything to contribute. Snacks and soft drinks will also be served during this "white elephant" fund raising sale.

There is an amazing antique locomotive headlight on display in the depot now from the collection of **Terry Durkin** that will knock your socks off. The gold pinstriping on burgundy is really beautiful. **Harry Doering** set up this and several other new displays of the museum's rail memorabilia. Harry and **Bruce Semelsberger** put a new coat of traditional red and green paint on the depot baggage wagon to get it looking spiffy also in time for Oktoberfest.

With all the bake sale preparation going on, **Patty Bice** and **Adalaida ("Trig") Stanley** have not been showing off our depot for the last two months. Better recognition next time, people. Thank you so much for helping PSRMA put a good foot forward.

BAKE SALE STAR

by Tanya Rose

For the past couple of years I have made "Flaky Pineapple Squares" for the Oktoberfest bake sale and they have always been snapped up within a short time when they are delivered warm out of the oven. Margaret Barksdale put a note saying "Delicious, Tanya!" on the pan and I've had so many requests for this recipe I got from Thelma Nichols years ago that I thought I'd share it.

FLAKY PINEAPPLE SQUARES

4 cups flour
1 lb. *butter or margarine
1 cup sour cream
1 tsp. vanilla extract

3 cups drained crushed pineapple
1 cup sugar
3 TBS. cornstarch
confectioner's sugar

Cut butter or margarine into flour with pastry blender or two knives. Add sour cream and vanilla. Mix well. Refrigerate for two hours. Meanwhile, cook pineapple, sugar and cornstarch over medium heat. Be sure to stir the mixture constantly, until thick and clear. Preheat oven to 325 degrees. Roll out one half of the dough and place in the bottom of an ungreased jelly roll pan. Add cooled filling and spread over dough. Cover with remaining rolled out dough. Bake at 325 degrees for 55 minutes or until squares are golden brown. Sprinkle with confectioner's sugar. Cut into squares and refrigerate if not used within a short time.

(*If this is too rich for you, use part butter-flavor Crisco.)

EVERYTHING TRAINS Gift Shop News

NEW ITEMS NOW IN STOCK

SAN DIEGO AND ARIZONA RAILROAD - THE MOVIE

This silent film of the old S.D. & A., made in the 1920's to promote passenger travel on the line, is now on video and available from us in both VHS and Beta formats. During warm weather, we DON'T stock them in the shop, we keep them elsewhere to make sure they're not damaged by the heat when the car is closed. So you must PHONE IN ADVANCE so we'll have one for you.

SHAY RUBBER STAMPS

We have a variety of big, beautiful rubber stamps that print handsome pictures of various Shay locomotives, as well as the Lima Locomotive Works logo.

LOOKING FOR THAT SPECIAL ITEM?

Contact Linda if you're looking for a special collectible item or book. We've been pretty successful at finding special items when we know someone wants it. There's no extra charge for this service, and of course costs you nothing unless we find the item you want.

NOW OPEN IN CAMPO

We're now open most weekends in Campo, thanks to George Heflin, who runs the shop there. You'll find us in the Car Shop.

LAST CHANCE TO PICK UP YOUR UNIFORMS

If you ordered uniforms last Spring and still haven't picked them up, this is your last chance. Uniforms and accessories still on layaway will be returned to stock ten days after publication of this issue of REPORT. Any money already paid on them will be gratefully accepted as your donation to PSRMA. The uniforms are in Campo. See Ron Milot there to pick them up.

SPECIAL THANKS to Steve Oualline, who came out several times to install our shop telephone, and to reinstall it after two equipment moves and some vandalism. And to Dave Slater, for providing transportation to Campo for our Gift Shop operations there, and for many other very helpful odd jobs around the shop.

Thanks to Terry Danielson, who built a battery charger for the diesel locomotives in La Mesa and is keeping them charged. This has probably saved the batteries in the Alco, and saves us a lot of diesel fuel and neighbor problems with the Fairbanks-Morse, because we don't need to run it for battery charging.

Thanks to Ron Milot, Mike Reneau and Mike's dad for some much-needed furniture moving and plumbing repairs at the La Mesa shop.

A great big **THANKS TO OUR STAFFERS** for June through September -

Cecil Badman (2)	John Cunningham (3)	Linda DiGiorgio
Bette Donavon (6)	Carmen Donavon (7)	Bill Evans (2)
Rae Gay	George Geyer (4)	George Heflin IV (15)
Martin Katchen	Sheila MacKay (2)	Roy Pickering (6)
Ted Rielinger (4)	Bill Schneider (3)	Dave Slater (2)
Charlie Wade (2)		

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