

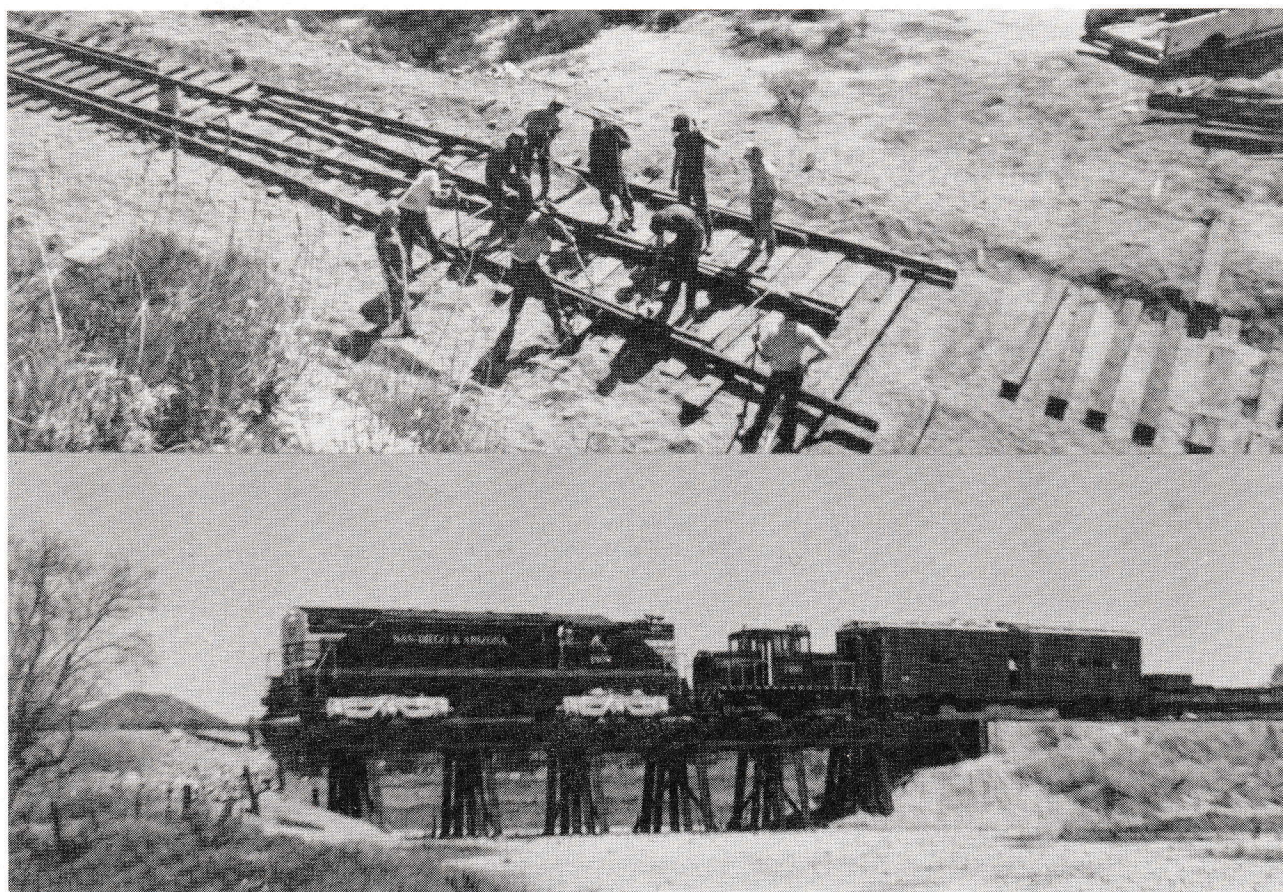


Sept.-Oct. '85

REPORT

No. 200

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



OPERATING AGREEMENT SIGNED! NOW WE'RE WORKING ON "OUR" RAILROAD!

PSRMA now has custody of a portion of the old S.D. & A. trackage from milepost 65 to milepost 74. An operating agreement as thick as half a phone book has finally been signed by all parties involved. The Metropolitan Transit Development Board (MTDB), the owners of the railroad, and their contract freight operators the San Diego & Imperial Valley Railroad Co. signed off on the document amid much fanfare in the local press. The PSRMA Board of Trustees then signed the agreement without ceremony, thus opening the way for museum excursion trains on the unused mountain portion of the railroad separated from the active track of San Diego Trolley and the S.D. & I.V. by forty four miles of the Mexican government owned Tijuana & Tecate Railroad.

This great news seems to be a most appropriate lead story for the 200th issue of the association newsletter. We've come a long way since issue #1, a single page flyer published in January, 1960, and are now sitting at the dawn of a new age for railway history preservation in San Diego County and the Pacific Southwest.

SAN DIEGO & ARIZONA RY LIVES AGAIN!

The signing of the formal operating agreement has launched the museum into an opportunity that few railway museums have had, the preservation of at least a portion of an actual railroad and not just a few of its rolling artifacts. Written into the agreement is maintenance of nine miles of railroad that hasn't had any for twenty years. We have already made a good start with weed removal and weed spraying and have ties on hand to replace most of the bad ones we have marked. We are confident that we can maintain not just this first nine miles but eventually the whole mountain division as we strive to preserve as much of the S.D. & A. as possible.

The railroad has always survived one life threatening disaster after another since its beginning in 1906. They didn't call it "The Impossible Railroad" for nothing and even now it suffers from two burned out trestles and a collapsed tunnel in treacherous Carriso Gorge. The S.D. & I.V. still has the option to try and operate the eastern portion of the line but as time goes by, this looks less and less likely, although PSRMA would enthusiastically support such an effort as the best way to get the entire road open again.

For the time being, the welfare of at least a small portion of this spectacular mountain railroad has fallen to PSRMA. If we can handle it, and the amount of work to do is awesome, we can make the excursion business pay for the upkeep of the line and the development of the museum at the same time. Getting volunteers organized for this monstrous a task seems to some to be "impossible", but PSRMA has always accomplished the impossible right away, miracles should only take a little longer!

Getting the operating agreement together on the PSRMA side of things was done by **Jim Lundquist**, assisted by a cast of several dozen members. Board of Trustees member **Bob Kern** overcame the massive ten million dollar liability insurance problem. Fortunately, the money for the premium on an amount that big was available thanks to last year's grants by the **County of San Diego**. Administrative Department Superintendent **Harry Doering** has been paying these premiums since last April. That's why we have been able to run work trains while the rest of the agreement was being negotiated.

Larry Rose put together the package for the formal proposal, doing the layout design and funding the printing of the 72 page document. The package included a resume of all PSRMA staff and their assistants. Larry did the writing and editing and **Tanya Rose** did the typing that often lasted far into the night. **Jim Lundquist** rounded up the information required from the staff and **John Ashman** and **Dick Ruppert** put together the required operating department information. John and Dick, assisted by several mechanical department troops, put together the rule book, training routine and engineer and brakeman's test that had to be incorporated in the agreement.

The only thing we did not get that we asked for was custody of the Campo Depot. The S.D. & I.V. has rented out the depot as a private residence. This takes away our hoped for ticket office, public toilets, gift shop, waiting room, parking area and passenger loading platform. Aside from that, the agreement looks pretty good! We will get around the problem of no depot by building a facility on the spur to the museum a few hundred feet up the line.

Barney Barnier has rounded up a portable building that we can use as a ticket office and we will have to get by with porta-potties until new restrooms are built on the museum grounds. The existing toilets that we have on the first and second floor of the car shop can't be used for the long run because they do not meet current handicapped access requirements for public restrooms. The lower car barn area will have to be our overflow parking lot if the existing lot can't handle the traffic.

There is still hope that the Campo Depot will become available in the future possibly in time for us not to have to modify the museum master plan with a depot and loading platform in the museum yard throat area. Other locations are possible for excursion support facilities and we can use the visitor center in the car shop as a ticket office/gift shop until we get the excursion business better organized.

Obviously, we are going to need a lot of support from the members to run a tourist railway business to help support the museum. The large attendance at our agent and trainman night school classes showed that the interest is there to make this adventure work. **Ron Milot** is our Director of Passenger Operations. **John Ashman's** department organizes the train crews and **Dick Ruppert** runs our training program. Its everyone's job to keep the toilets clean and the visitors happy. If you can help, see Ron or John at the museum and get in on the list of staffers to run the reborn **S.D. & A. Railway**. The rabid support of our 1500 members is the sure way to ensure the success of our grandest project yet. See you at Campo!

BALBOA PARK-PSRMA HEADQUARTERS!

Since its inception, PSRMA's Board of Trustees has agreed in principle that in order for our museum to fully implement its long term goals as an educational, public benefit group, a headquarters facility in Balboa Park would be highly desirable.

As most members are aware, the Naval Hospital will be deeded to the city in 1988 and will become part of Balboa Park. On December 31, 1983, the board drafted a proposal to establish a railroad research library and museum in the buildings now occupied by the Naval Hospital Library. A complete copy of this document is included with the mailing of this issue of the REPORT.

The Board of Trustees has formed a subcommittee to guide this proposal through the political wars that lie ahead. Other groups would like to have these same buildings for their own purposes and are generating support campaigns to actualize their goals. We, the Committee, feel that for PSRMA to fail to take its rightful place alongside the Aerospace Museum, the Maritime Museum, and the forthcoming Balboa Park Automotive Museum will be a grand opportunity forever lost. The attention generated by the large numbers of people who would visit this facility would greatly enhance attendance at Campo, and the library and museum exhibits would complement our railroad operation superbly. Location in Balboa Park would afford a logical home base for PSRMA's first fulltime paid employee, a museumologist. In seeking grant money, it has become obvious to the board that it is necessary to have a legitimate museum location, regular hours, and full time, paid professional staff in order to compete effectively for the multi-such funds available.

The board urges all members and friends of the museum to endorse this proposal by writing letters of support for PSRMA's proposal to the city council, as well as to members of the various committees or the subcommittees whose names are included with this REPORT. If PSRMA's 1500 members can generate any impact on the political powers that ultimately will make the decision who gets the buildings in question, we surely will succeed. Write now! The Balboa Park Subcommittee will keep the membership posted in forthcoming newsletters as to the status of this very exciting project.

COTTON BELT SHACK DONATED !!

A Christmas present for PSRMA! A modern style caboose from the Southern Pacific controlled **St. Louis Southwestern Railway (The Cotton Belt Route)** has been donated to the museum. PSRMA Board of Trustees member **Dr. Dan Marnell** bought the caboose earlier this year and had the car sandblasted and painted before making the donation official a few weeks ago. We are not used to having freshly painted equipment given to us, making this donation all the more enjoyable.

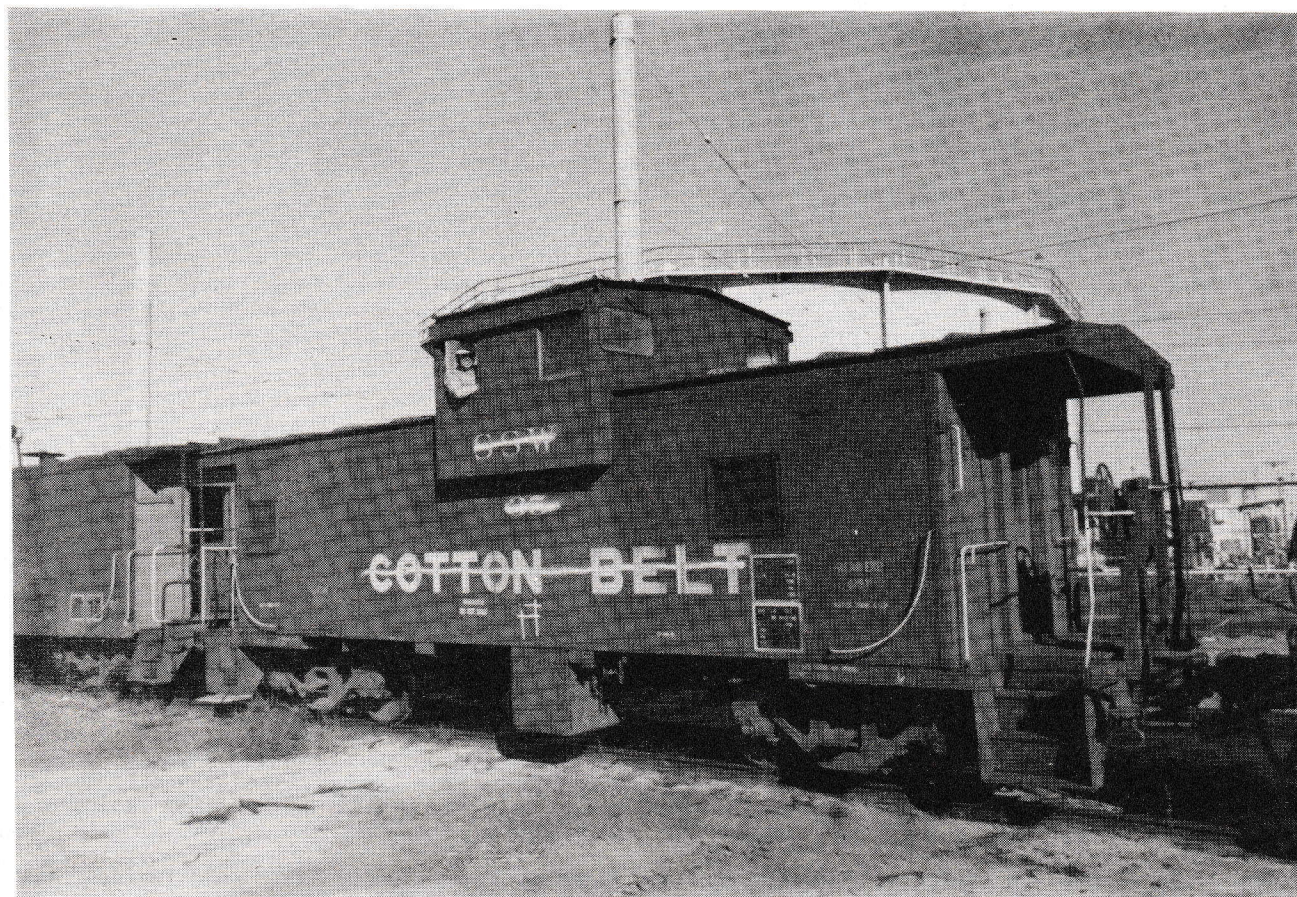
There are very few of these newer style wide vision cupola type shacks preserved in museums. When S.P. merges with Santa Fe next year these shacks and the S.S.W. itself will most likely disappear as equipment is repainted for the new road. The caboose as the traditional end of the train signature and as a car type is doomed also, making this car a member of the last generation of the trainman's office to be built in this country. This is the right time to acquire this type of equipment and the museum is very happy to have it.

This car, #35, was built in 1963 as part of a lot of nineteen numbered from 26 to 45 and designated by S.P. as Class C-40-9. The first group of this design (1-25) was built in 1959 and called Class C-40-8. Both groups were built by International Car Co. of Buffalo, N.Y., an outfit no longer in business. No other cars like this were built.

S.S.W. #35 has Timkin roller bearings, modern interior fittings and even has windshield wipers on the cupola windows, features quite different than any of the other "cabeese" in the museum collection. Its bright red paint and bold white lettering make it stand out in a crowd and it will soon be standing tall at PSRM Campo on rails of another former S.P. subsidiary, the San Diego & Arizona, a railroad too tough to die.

Dr. Marnell also acquired the drawings and specifications of the C-40-9 class from Southern Pacific in San Francisco during one of his many trips to the northern half of the state to make arrangements for the movement of our California Western 2-6-6-2 #46. These documents will be placed in PSRMA's official file on the car maintained by Equipment Superintendent Larry Rose. This data is invaluable for the proper restoration and display of this caboose at the museum.

The #35 is already in La Mesa, having been moved to a siding not far from our depot several months ago. It now waits with several other recent acquisitions for the "Great Freight II" to Campo. The car spent most of its life in Missouri, Arkansas, Louisiana and Texas working in the Cotton Belt Route, but probably saw lots of service on S.P.'s rails as well, especially toward the end of its rather brief career. It's new life as a museum piece, we hope, will be endless. The museum thanks **Dr. Marnell** for this most excellent gift.



This picture was taken soon after S.S.W. #35 arrived in San Diego last spring. It has since been moved to La Mesa and painted. Dan Robirds is in the cupola. (L. Rose photo)

COVER PHOTOS

TOP: The track work at Clover Flat is finished and the last thing done was the east switch shown here being laid out by our track gang. (Larry Rose photo)

BOTTOM: A PSRM diesel double headed work train rolls across the third of four bridges across Campo Creek, about one mile east of the museum. (Dan Robirds photo)

PSRMA Attends TRAIN Convention

The annual convention of the Tourist Railway Association INC. (T.R.A.I.N.) was held in San Francisco this year with six PSRMA regulars attending the first week in November. The convention was hosted by the Bay Area's **Pacific Locomotive Association** at the Sir Francis Drake Hotel downtown. The **PLA** did a super job in organizing the festivities and setting up many interesting and informative seminars.

Executive Director **Jim Lundquist** led the PSRMA delegation of **Larry Rose, Barney Barnier, John Ashman, Ken Helm** and **Bob Haney**. Almost every outfit in the U.S. and Canada that operates old time rail equipment was there. Hauling paying passengers is what the **TRAIN** organization is all about and the chance to find out how the other guys do it was an opportunity not to be missed. Seminars on steam locomotive maintenance, grant writing, gift shop operation, track work, diesel locomotives and wooden car restoration were featured and many suppliers to the industry were also there as exhibitors.

Larry Rose conducted a well attended seminar on railway museum design and development which featured our Campo facility master plan and an illustrative slide show of the last five years of PSRMA progress. This convention was a terrific opportunity to acquaint the museums and tourist line operators in the rest of the country with our Southern California experience and to learn how everyone else solves problems common to the business of operating vintage railway equipment. PSRMA got a lot of exposure in the process of picking up a lot of good information from the many well known operators in attendance.

In addition to the educational aspects of the convention, a lot of fun was had also, as you might expect. A banquet was hosted by the **Bay Area Electric Railroad Association** that was followed by a tour of San Francisco's superior street railway system aboard three vintage trolley cars. The **BAERA** operates the **Western Railway Museum** at Rio Vista and organized a very fun evening for the conventioners.



The **Pacific Locomotive Association's** Shay #12 hauls conventioners in nicely maintained Harri-man coaches at what was advertised as the last **PLA** steam up before having to move out of their Richmond facility. (L. Rose photo)

As a convention wrap up, the **Pacific Locomotive Association** fired up their ex-Pickering Lumber Co. Shay #12 at their facility in Richmond across the bay. Everyone who wanted to got a cab ride and a whistle cord yank as the convention hosts conducted their last steam up and train ride before moving out of their long-time home next year. The **PLA** lost their lease on the U.S. Navy property they have occupied for many years and are negotiating now for a new home in Niles Canyon on ex-Southern Pacific track-age now up for abandonment. PSRMA went through a similar experience a few years ago and we wish the **PLA** all the best in the trying times ahead.

During the **TRAIN** organization's business meeting, PSRMA's **Jim Lundquist** was surprised to find himself nominated and elected to the association's board of directors. He will have to go to the next business meeting in the spring at the **Strasburg Railway** in Pennsylvania and the convention next fall to be hosted by the **Texas State Railroad Museum**. Sounds like tough duty! I'm sure some of the museum regulars will have to go to Texas next year to help Jim out with his new job, especially if the fun had at this convention is any indication of what will happen at next year's shindig.

Getting to this year's convention was also a lot of fun as the PSRMA delegation travelled the whole way by rail. First Amtrak to San Jose then a ride on the new Peninsula commuter equipment to downtown then a ride on Muni's "N" Judah line out to the beach followed by a two block walk to the home of long time member **Vince Jang**, who put up most of our group for the duration of this three day gathering of railroad people. Our group travelled to the convention every day on the "N" Judah line for only 60¢ each way. With the warm hospitality of **Vince Jang** included, a fun weekend was also a cheap one. One of the nice things about gatherings like this is the opportunity to mingle with railroad people to share ideas and experiences. Our guys enjoyed cocktail hour with **Walter Gray** and the key people of the **California State Railway Museum** in Sacramento. Walter conducted the seminar on wooden car restoration, showing the very professional way such things are done at the state museum. We also met **Geoff** and **Joanne Blaesing** of the **Mid-Continent Railway Museum** at North Freedom, Wisconsin. Geoff visited our Campo facility the next weekend and also made a side trip out to our Clover Flat siding project. **Jim Lundquist** had toured their museum earlier this year while chasing trains in the midwest and east. It is the opinion of the PSRMA attendees that this type of interaction is the very best happening at conventions like this and we are already looking forward to Texas in the fall.

Thanks again to the **PLA**, **BAERA**, the **Tourist Railway Association** and member **Vince Jang** for contributing to the most fun time this group of PSRMA troops has had since our "Great Freight" of '83.

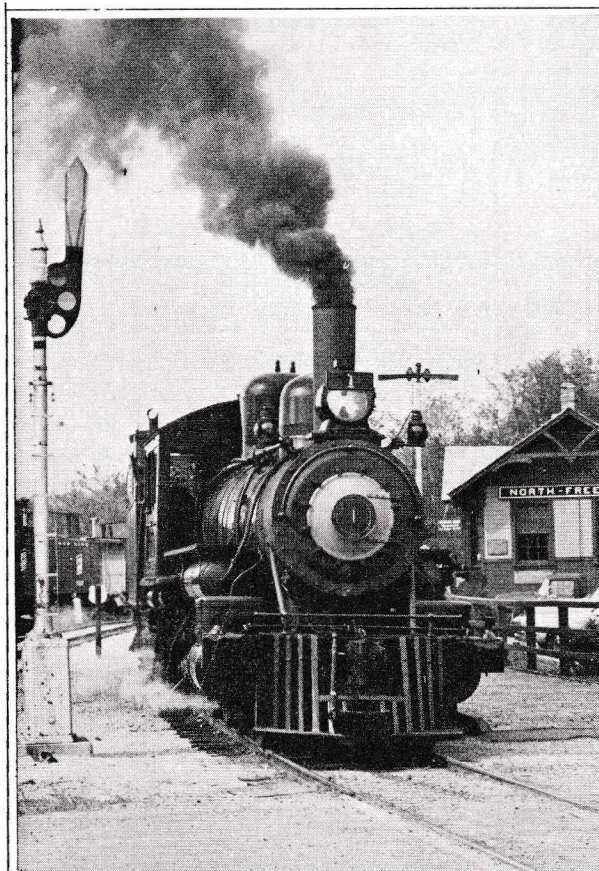
Report

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)

THE GRAND TOUR AND A.R.M. TOO

Our Executive Director spent his vacation this fall visiting every rail museum and tourist railroad operation he could find throughout the midwest. Highlight of the trip was the convention of the Association of Railway Museums at the Illinois Railway Museum, Union, Illinois in late September.



The Mid-Continent Railway Museum at North Freedom, Wisconsin, features a restored depot and regular steam powered excursion trains. (photo-MCRM)

Twenty five member railway museums were represented at this year's convention which featured seminars on various types of equipment restoration, management techniques, public relations, track work and spare parts management. This was the first A.R.M. convention attended by an officer of PSRMA since we joined the organization several years ago. The 1987 convention will be held at the Orange Empire Railway Museum at Perris and is sure to be attended by the key staff of PSRMA, being so close to home. Next year's convention will be hosted by the Pennsylvania Railway Museum Association. All active members are encouraged to attend the A.R.M. conventions just to sit in on some of the seminars to pick up valuable information and techniques they can use in their own areas of museum interest.

Jim was very impressed with the Illinois Railway Museum, calling it the best volunteer oriented operation he has seen. I.R.M. has over 200 major rolling artifacts in their collection with over a mile of track indoors! Their operating display features trolley cars, steam, diesel and electric locomotives and the famous North Shore Line "Electroliner".

Jim's tour included the Indiana Railway Museum at French Lick, Indiana, the Mid-Continent Railway Museum at North Freedom, Wisconsin, the Strasburg Railroad in the Pennsylvania Dutch Country, and the St. Louis Museum of Transport, among more than a dozen similar outfits on his three week "must see" list. Jim paid for his tour and convention registration out of his own pocket, of course, just as we all did for the TRAIN convention in November. Someday, maybe, we can afford a full time executive director like some of the other railway museums have so Jim can work 80 hours a week for PSRMA instead of the 30 or 40 hours a week that he volunteers now.

The Strasburg Railroad rates high on Jim's list of tourist railway operations that should be visited on a rail pilgrimage at least every other year, as is the Cass Scenic Railroad in West Virginia. The various Colorado and New Mexico narrow gauge operations are on this list, too. The variety of old time railroading offered by the booming bus-of these "creative railroaders" is truly astonishing. It takes three nights to get through Jim's slide show of this trip. Next year he plans to tour the deep south and eastern seaboard museums, no doubt resulting in a slide show just as long. We can hardly wait!

MEMBERSHIP NEWS

by Tanya Rose

I have some wonderful news to give you. An unprecedented number of people have either upgraded or freshly joined as life members of PSRMA lately. We were up to number 46 as reported in the last newsletter, and I thought that was pretty terrific, but we have since added **nine** new names to this special roster of committed supporters. Its time to start another beautiful brass plaque for the La Mesa Depot listing our newest additions and I couldn't be more delighted. Those extra bucks are added fuel to keep PSRMA going and are even more meaningful as we embark on a new phase of our history, the start of our excursions in Campo and the resurrection of the S.D. & A.

We are grateful not only to our newest life members, but are proud to have the rest of these folks in our ranks. The warmest of welcomes to you all!

LIFE MEMBERS

#47. George F. Parish
#48. Paul T. Bortell, Jr.
#49. Albert B. Barnier

#50. Robert A. E. (Bob) Hoffa
#51. Robert L. Warner
#52. Elaine Warner

#53. Robert J. Hannah
#54. W. Vernon Cook
#55. Wallace A. Schonschack

INDIVIDUAL AND SENIOR/STUDENT

Elvin Smith, SN
Steve Nau
W. J. Garth, Jr.

Bill James
George Vance
Dr. William Braen

Dave Plapp
Roger W. Challberg
Brian Kurth

Mrs. Bruce Harvey
Gary Loos

FAMILY

Bill, Janice, Aileen & Brian Evans
Mr. & Mrs. Larry Fournier
Ed & Mary Lee Von Nordeck
A LaVielle & Neva E. Lawbaugh

Everett & Gerri Doehr
T. W. & Kits Landis
Mr. & Mrs. Charles E. Morrin
Charles C. & Daniel C. Leix

Lyle & Kay Branch
Gene & Irene Skoglund
M. O. & Wilma Perkins

CONTRIBUTING

Rebecca Archer
Joe Danford

George, Ethelyn & Nels Sorenson

SUSTAINING

R. L. McNitt, Jr.
Barry H. Herlihy

HONOR ROLL

Leading off this list of members and friends who have donated cash, goods and services to our many projects is an anonymous donor of \$2,200.00 in cash! All we know about this big cash benefactor from Harry Doering, our tight lipped treasurer, is that this person is on our Board of Trustees! Thanks to this person and all of the folks listed here PSRMA is making steady progress as hundreds of people pull together to move mountains!

1809 Fund

RUSS STOCKWELL of El Cajon has come to the aid of our diesel mechanics with a nice cash donation.

Tool Fund

MR. & MRS. HAL HOWARD, JR. of Rolling Hills, donated a large inventory of hand tools, including a powder driven anchor pin gun and a gas welding set.

LARRY ROSE donated a new 15 speed drill press and a new 10 inch bench grinder.

BARNEY BARNIER donated a wall mounted air hose splicing tool and a supply of couplings.

Steam Locomotive Funds

JIM FOERTSCH has contributed to the Engine #2353 Fund.

CHARLES & DANIEL LEIX have contributed to the war chest now building to move California Western Railway 2-6-6-2 to San Diego.

Car Shop Siding Fund

PAUL BORTELL of Fallbrook, cash donor, BARNEY BARNIER of San Diego, cash donor, JOHN ASHMAN of San Diego, cash donor. This fund, started by ED & HAZEL DULING, now has over \$1,000.00 in it.

Miscellaneous Donations

BRODING'S BATTERY WAREHOUSE of La Mesa, operated by LARRY BRODING, has donated a new set of 24 volt batteries for our forklift.

HESTOR'S GRANITE PIT donated a dump truck and driver for a day of ballasting at the museum.

HAWTHORNE EQUIPMENT CO. donated the use of a large loader (to keep the above mentioned dump truck busy).

TOM & LARRY HIESHETTER of HIESHETTER LANDSCAPE SERVICE, donated the use of their loader and TWO dump trucks and worked for three days ballasting our Clover Flat siding. LARRY ROSE donated the cost of their fuel.

DAVID KELLAR of La Mesa donated thirty years of TRAINS magazine to our library (from 1955 to 1985) and an almost complete set of PASSENGER TRAIN JOURNAL (1971 to 1985).

LYLE COTTON donated sight glass lenses for steam locomotive lubricators and repaired our track tongs in his home machine shop.

JEREMY KOVALCHECK, a visiting Boy Scout, found a large fragment of very rare S.D. & A. Railway dining car china while hiking along the right-of-way near the museum. It has the old logo on it and is now on display at the La Mesa Depot.

IRMA HUDSON of Sun City, Arizona, donated a very rare plate with a picture of the Campo Old Stone Store on it that her family bought as a souvenir in Campo in 1912, five years BEFORE the railroad came through! Look for it also at our La Mesa Depot.

Fuel Fund

DAVE SLATER, LARRY ROSE, JOHN GIEFFELS, JOHN ASHMAN, and BARNEY BARNIER have continually dug into their pockets to keep our speeders, air compressors and locomotives fueled. Many others also dug down when these guys passed the hat to keep our work trains rolling.

RAILFAN PATROL NEWS

by Dick Schleicher

The San Bernardino ATSF Special Agents have asked that we be alert in the San Bernardino-Redlands area. Sixty (60) switch locks have been stolen recently on what is known as the "Redlands Loop". Both types of locks have been stolen and were opened with a key. In some cases the switch had been operated and left in an intermediate position which would have caused a derailment if it went unnoticed. A couple of other instances indicated that it may have been a show of defiance in that the lock was smashed and left on top of the switch stand in plain sight.

If you see any of this activity or note any ATSF switch locks at local swap meets, please call the San Bernardino Special Agents at (714)844-2111, ext. 208, 246, or 255.

RESTORATION NEWS (INDUSTRIAL ARCHEOLOGY)

ACY 3024

This old wooden boxcar with the funky Andrews trucks has been getting most of the attention lately. Norm Hill, Bill Barbour, Tom Travis and Steve Norris are doing all the tough scraping on all the metal outside braces. Larry Rose made patterns of all the lettering on the car so the restoration team can go right into the painting phase when the woodwork has been sanded down. This is a tough project, but one that will add a lot of class to our rail yard when done.

Santa Maria Valley Railbus

Jim Rasmussen has finished scraping down this old Model A powered conveyance and prime painted everything. Dale Prescott and Jim Enos have rebuilt the drive shaft and machined new U-joint adapters for each end.

Speeders

Now that the Clover Flat track job is finished, our tired old push car is getting rebuilt. Steve Oualline is doing the work that involves some new oak braces and new bolts in the frame. New T&G top boards will also be installed. An orange paint job and black wheels will complete the job.

MECHANICAL DEPARTMENT NEWS

California Western #46

Our platoon wrench jockeys have spent two weekends at the **California Western** engine house at Fort Bragg working on this famous articulated locomotive donated late last year. The push is on to get this 2-6-6-2 ex-logger to San Diego next month. The rods have been removed and lashed to the tender deck and the bell, builder's plate and various brass cab fittings removed and hauled to PSRM Campo for safe keeping. Our crew serviced the bearings and re-packed all journal boxes to get the engine ready to roll first to Willits then to Santa Rosa, where it will be loaded on a flatcar for transport to San Diego. The California Western Railroad people were very helpful and kept a diesel locomotive standing by to move the #46 in and out of the shop as required for service.

Our crew paid their own travel and lodging expenses, as usual, and spent long hours in the pit under #46 getting everything ready for the long trip south. Here is the honor roll of the members doing this long range work.

FIRST WEEKEND		
Dr. Dan Marnell	Jim Hamill	Barney Barnier
Dale Prescott	Ken Helm	Bob Haney

SECOND WEEKEND	
Jim Lundquist	Cliff Pennick
Ken Helm	Joel Cox

1809

The big military diesel has a radio and antenna mounted in it thanks to **Henry Lines** and **Mike Panger**, who sprang for the hardware and did most of the installation. Radio hand sets and a base station for the dispatcher's office are also part of the package. **David DiGiorgio**, **Geoff Scheuerman** and **Ron Hyatt** have also been helping with the maintenance of our chief work train power.

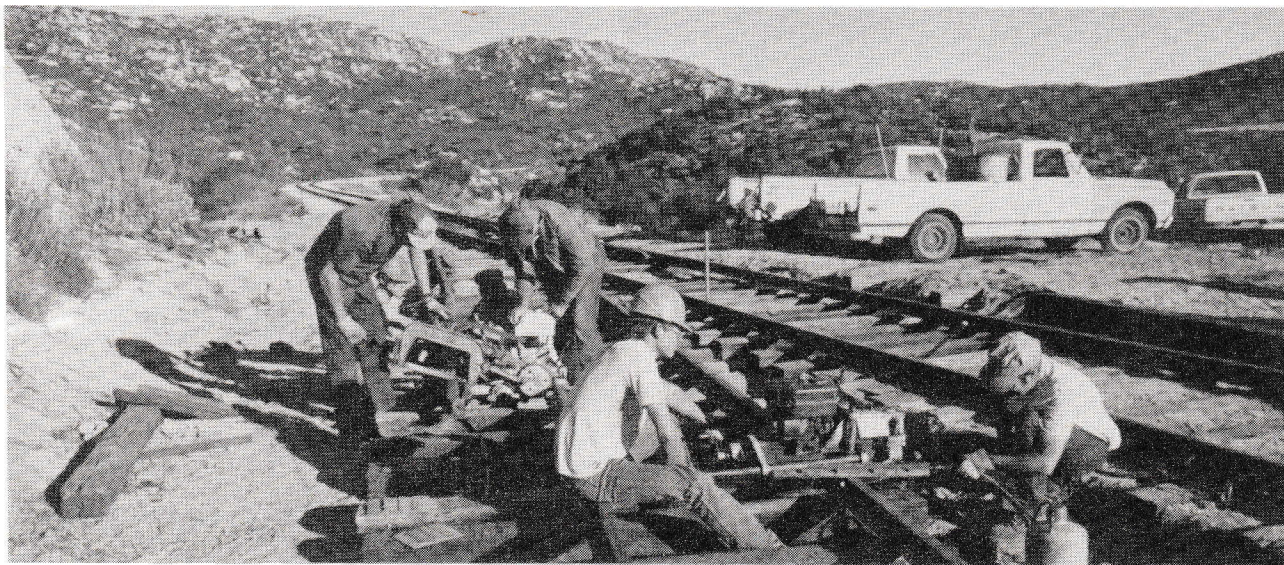
John Gieffels, our diesel foreman, has been laid up with a serious illness and we all wish him a speedy recovery. Our diesel engine rebuild program has had to throttle back considerably without his help and guidance. Get well soon, John!

Shay #3

The cab and trucks have been needle gunned of years of crud and grease by **John Ashman** and **Brian Valleau**. **Steve Spreckelmeier**, **Ken Helm**, **Mike Seed**, **Vince Tobin** and **Wes Wilson** have been involved in repacking and miscellaneous machine work on the running gear. It has been decided to drill and tap for new boiler wash out plugs which are now being machined. A new set of boiler taps are on order. Tool fund donations are solicited to help defray the cost of these special tools.

S.P. 2353

The preliminary work has been started to get this fat boilered 4-6-0 out of the fairgrounds at Imperial. **Ron Hyatt**, **David DiGiorgio** and **Jim Rasmussen** took off the headlight and miscellaneous brass cab fittings, tagged them and hauled them to the museum. **Jim Lundquist** has been talking to crane operators and heavy equipment truckers about moving this heavy locomotive over the road some fifty uphill miles to Campo. Cost estimates have been prepared. \$8,000.00 in pledges have been solicited from the museum hardcore by **Larry Rose** as seed money for the big move. Contributions from the membership have also started to trickle in, but many more dollars will be needed to get this important acquisition up the mountain. Don't forget, there is also a Hariman style coach involved. This ex-S.P. car, #2693, weighs 66 tons and because of its length, is almost as awkward a move as the 104 ton locomotive. Unfortunately, there is no way to get these two treasures to the museum by rail, so we have to do it the hard way and we are on the beg again.



CLOVER FLAT WRAP-UP

Shown here is the last weekend of work on the east switch at Clover Flat with the rail saw and track drill working at the same time. The track gang: **Jim Lundquist**, **Larry Rose**, **Charlie Alban**, **Cliff Pennick**, **Jim Rasmussen**, **Paul Westover**, **Jim Hamill**, **George Heflin**, **Dave Slater**, **Ken Fowler** and a cast of hundreds of Buy-A-Tie donors who helped fund the work.

(L. Rose photo)

Passing The Baton

by Adalaida (Trig) Stanley

Bless you all for the great support you have given me at the La Mesa Depot the last five years. How very happy I was to help Eric Sanders out, and now it is Patti Bice taking over. Keep up the good work for her. I'll still be pitching in one way or another....staffing, mailing, excursions, etc. Can't get rid of me! Many thanks!

(Editor's note: We can't say enough for Trig Stanley. She always pitches in when help is most needed and cheerfully gives of her time when no one else is available to handle the last minute situations which seem to be a part of museum life. We thank you, Trig, for a job well and faithfully done!)

LA MESA DEPOT REPORT

by Patti Bice

I would like to start off by saying thanks to all who made my first couple of months a little easier. I enjoy talking to all of you and look forward to meeting ya'll real soon. To all of you who are wondering, Trig Stanley is no longer calling for staffers. Good luck, Trig!

Our bake sale is over and we would like to thank all of you who donated baked goods, time and effort. We couldn't have done without you. Also a big thanks to all of the people who bought chances in our Cabbage Patch drawing. The lucky winners are T.W. McGuire, who won the girl, and D. Lassaline, who got the boy.

Finally, a word to all the guys at Campo who worked September 1st. I am so sorry for starting the chain of injuries. If ya'll fix the oven I will make it up to you, I promise!

STAFFERS FOR AUGUST

George Parish	Hallie Holmes	Betty Teague	Trig Stanley (2)	Al Ellis
Dan Botkin	Joe Laurent	Richard Teague	Vince Alesi	Margaret Barksdale
Russ Stockwell	Eric Sanders		Jack Ebey	Margaret Collins

STAFFERS FOR SEPTEMBER & OCTOBER

Julius Acevez	Vince Alesi	Ed Arbuckle	Dan Botkin (2)
Rita Cloud	Evelyn Early	Wayne Davis (2)	Dick Diestel (2)
Dorothy Cotton (2)	Jack Ebey	Rae Gay	George Heflin
Margaret Collins (2)	Hallie Holmes	Scott Johnston (2)	Joe Laurent
Bill Niedrich	George Parish	Don Pope (2)	Donna Regan
Russ Stockwell (2)			Robert Storey

Saturday, Oct. 5

Mark Collins	Wayne Davis
Dick Diestel	Ed & Hazel Duling
Sally Grant	Hallie Holmes
Scott Johnston	Joe Laurent
Mabel Perrapato	Mike & Rachel Retz
Teresa Retz	Pearl Smith
Trig Stanley	Kay Stout

Sunday, Oct. 6

Nancy Bicknell	Mark Collins
Wayne Davis	Dick Diestel
Dee Duncan	Rae Gay
Sally Grant	George Heflin
Ann McVeagh	Kay Montgomery
Mike & Rachel Retz	Bruce Semelsberger
Pearl Smith	Trig Stanley

SPECIAL THANKS TO

John Bice: help with refrig and supplies, **Mark Collins:** loan of tarp and bakery donations, **Wayne Davis:** help with chances and helpful all around, **Hazel Duling:** selling most chances, **Al Ellis:** donation of lemonade, **Sally Grant:** wrapping and helping Saturday and Sunday, **George Medlin:** donation of cheese, nachos and supplies, **Mabel Perrapato:** efficient setup of baked donations, **Mike & Rachel Retz:** setup Saturday and Sunday mornings, **Teresa Retz:** wrapping and helping Saturday and Sunday, **Bruce Semelsberger:** help all day and closing on Sunday, **Pearl Smith:** jumping in anywhere Friday, Saturday, and Sunday.

BAKE SALE DONORS

Vince Alesi	James Andrews	Ed & Judy Arbuckle	Mary Bell
Patti Bice	Joan Bradley	Dorothy Cotton	Sophie Crosley
Wayne Davis	Dan Drobron	Carmen Donavon	Carol Dubke
Hazel Duling	Jack Ebey	Al Ellis	Sarah Fowler
Sara Fuller	Bill Gannon	Nancy Getz	George Glaser
Sally Grant	Pat Gregston	Hallie Holmes	Betty Hunt
Phyllis Hunter	Scott Johnston	Chop Kerr	Henrietta Kecskes
Pat Kettler	Frances Kimball	Joe Laurent	Mabel Perrapato
George Medlin	Ann McVeagh	Barbarann Parker	Wally Schonschack
Donna Regan	Mike & Rachel Retz	Edna Roth	Roxanne Schottel
Geoff Shepherd	Jean Shogren	Pearl Smith	Trig Stanley
Walt Stringer	Scott Thompson	Roger & Edith Turner	Ellen Vendeland
Bob Walker	Boise Whitcomb	Bettie Withorn	Gwen & Walt Morrison
Rose & Roy Pickering	Edward & Grace Dougherty	Paul & Virginia Copeland	
Don Pope	Teresa Retz		

If you would like to join the ranks of staffers or just find out what its about, please call me, Patti Bice, at 698-3218. Its one of the most enjoyable of museum activities so why not join in on the fun. I look forward to hearing from you!

IN MEMORIAM

It is with sadness we say goodbye to Walter Morrison and offer silent prayers. Walt's demise came November 15th after having undergone open heart surgery. He originally started staffing at the Embarcadero and transferred to the La Mesa Depot when it was restored. He staffed the #1509, Robert Peary and depot many times. He loved to have his picture taken in his uniform, jokingly saying that he bought part of it from the Salvation Army. His love of people and special fondness of children made him a super staffer. He always said, "This staffing is fun!" You lived a good, full life, Walt. We will miss you. Rest in peace.