



Nov.-Dec. '85

REPORT

No. 201

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



SAN DIEGO & ARIZONA RAILWAY IN BUSINESS!!

35 YEAR PASSENGER SERVICE DROUGHT ENDS!

The museum's MRS-1 #1809 is shown here running around its three car train in the Campo yard on the first day of passenger operation on our San Diego and Arizona Railway. There wasn't much fanfare for this first train because we are waiting for steam to properly inaugurate our new excursion business in a more spectacular fashion. It was decided to get underway now with diesel power to test the waters of potential patronage and to get more of our people experienced in the many facets of operating a tourist railroad. In fact, all of the people shown here, both passengers and crew, are PSRMA members who have been heavily involved in the preparations for this event. They are, from left, **Kelly Ross, Ron Milot and Larry Rose** on platform of #1509, **Geoff Scheuerman** in cab, **Gaylen Dyreng and Dick Ruppert**, brakemen on the steps of engine #1809. This first run was dedicated to the memory of **John Gieffels**, our diesel shop foreman and chief mechanic on #1809, who passed away only two days before this long planned for moment. The story of this great success and the sad loss of a good friend who did much to make it possible are featured in this issue of the association newsletter.

(Dan Robirds photo)

AFTER 35 YEARS PASSENGERS RIDE THE SD&A!

The first run was loaded with PSRMA folks but a few visitors also bought tickets including many Campo residents who were eager for train service to begin at the museum in the hope that it will pump a little life into the local economy. PSRMA hopes this excursion business will pump a little life into the museum's chronically hard pressed treasury.

Tickets #1 and #2 on the historic first run were purchased by **Larry and Tanya Rose** (Larry did the artwork for the tickets). **Louise Reneau** took care of printing the first 1,000 tickets and then perforated the conductor's tear-off stubs on her sewing machine! **Ron Milot** is the chief agent for our SD&A Railway and has organized the inevitable paperwork standard forms and office procedure. **Don and Nancy Getz** and **Mr. and Mrs. Floyd Lake** worked in the ticket office. **Louise Reneau** has also been doing the chief clerk's job along with typing train orders for trainmaster **Ron Hyatt**. **Larry Rose** designed the t.o. forms and funded their printing.

Ron Milot also announces train departures over the museum public address system when not running the dispatcher's office. A radio base station has been installed in the office for direct contact with the train crew. **Mike Panger** and **Henry Lines** set up the hardware and funded much of the equipment.

A large cast of members are in the train crew pool. **Gaylen Dyreng**, a 25 year veteran hoghead on the SD&AE, leads off our group of engineers. Executive Director **Jim Lundquist** pulled throttle on the first trip. **Geoff Scheuerman**, **Ron Hyatt**, **Ken Helm**, **Henry Lines**, **Bob Nichols**, **Bob DiGiorgio** and Life Charter Member **Terry Durkin** (ATSF engineer) round out the group of volunteers who have worked the hardest to get in that right-hand seat.

Our pool of conductors include **Dave Slater**, **Ron Hyatt**, **Scott Thompson**, **David DiGiorgio** and **Geoff Scheuerman**. The brakemen are **Vern Cook**, **Robert Watrous**, **Mike Reneau**, **David DiGiorgio**, **Dick Ruppert**, **Rene Scheuerman** and **Randy Gibson**. On board trainmen/docents are **Kelly Ross**, **George Heflin**, **Bob Hussey**, and **Geoff Shepherd**. Between trains back at the ranch docent and tour guide duties were performed by **Bob DiGiorgio**, **Ron Milot**, **Roy Pickering** and **Bill Niedrich**.

A motor car is dispatched three hours before the first train of the day to check the road and a fire safety speeder leaves 5 minutes behind each train. The speeders operators are **Bill Palmer**, **Paul Bush**, **Mike Reading**, **Tim Floersch**, **Mike Panger**, **Steve Qualine**, **Henry Lines**, **Bob Nichols**, **Gordon Buck**, **Ron Milot** and **Ron Hyatt**. The local forestry service crew held a demonstration of fire fighting techniques for all our crew at the museum and **Bill Palmer** has also held equipment demonstration refresher sessions to keep everyone familiar with the back pack fire fighting gear and containment procedures. Although a fire is unlikely with the diesel engines, this procedure is part of our operating agreement and will be even more important when we run steam locomotives, especially in the summertime.

So far, our only efforts at promoting our oper-

ation has been a series of signs along Highway 94. **Harry Doering** and **Dick McIntyre** installed a large sign out by the freeway about 12 miles from the museum. Harry arranged for the county permits. **Peter Snell** painted the big sign and Harry cranked out the smaller ones. As equipment reliability and crew training progress, a timetable will be published and we will pull out all the stops to attract a crowd.

So far, the equipment has been performing well. **Mike Panger** has been the carman, keeping everything up to speed with the help of various mechanical department grunts. The turn around time at Clover Flat had been faster with each training run and the first revenue run was right on the advertised.

Cafe obs. #1509, U.P. coach #576 and the Army guard car will serve as the revenue equipment until "Great Freight II" brings out the six DL&W cars from San Diego. **Jim Hamill** has been working on these cars every week in the SD&IV San Ysidro yard getting them ready for service on our SD&A. Backup power for #1809 is our 45 tonner #7485. **Mike Reading** has been doing the work on this siderod switcher that is kept waiting in the wings to save our bacon as it has done in the past. The steam troops, **John Ashman**, **Ken Helm**, **Mike Seed**, **Steve Spreckelmeier**, **Brian Valleau** and **Vince Tobin** are progressing on #11 and #3. Watch for a big splash and a special members' run when our steamers come on line.

Additional help is needed to staff the San Diego & Arizona Railway office. Ticket clerks, car cleaners, and docents are in short supply. If you can help, call **Louise Reneau** at 282-9002. Gift shop help is needed also. **Roy Pickering** and **George Heflin** have been doing most of the work. **Raenel Floersch** came to their rescue the second week of operation. **Raenel** has even helped out on the track gang!

For those interested in working on the train crew another brakeman, conductor, and engineer school is being organized by **Dick Ruppert** for this spring. Send Dick a note indicating your interest to the La Mesa Depot address to get on the mailing list for railroad school. The crew must be re-certified every six months according to our operating agreement and must also take the safety orders and rulebook test. If you are a novice or an old hand, Dick's night school is the only way to get into "training" on the SD&A. Everyone, from the executive director on down attends these training classes. They're really a lot of fun and the best way to find out how serious a railfan you really are.

Resurrecting the SD&A is a grand adventure and a terrific way to show off our living antiques while demonstrating what it was like during the nation's age of rail. A hundred jobs have to be done to do it right, so come on out and find yours. You will find that swinging a spike maul accurately is an art form, that working on locomotives is no place for one with an aversion for grease and dirt and that rail car restoration is the ultimate test of mind over matter. Your museum needs you. Be there!



ALL THE WAY ON THE SD&A!



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)

MECHANICAL DEPARTMENT NEWS

The mechanical troops are still in shock over the sudden loss of our diesel engine guru **John Gieffels**. John was gone in less than two months after finding out he had lung cancer. The entire mechanical department and every department head attended his funeral. If it had not been for him our first SD&A passenger train would still be just a dream. Although many dozens helped, John was the brains behind the #1809 project. His talent and determination was an inspiration to everyone. We will press on without him now, as we must, but we will never forget him and his tremendous contribution to the museum. So long, John.....for a little while.

"Life is like a mountain railroad,
With an engineer that's brave.
We must make the run successful,
From the cradle to the grave.
Watch the curves, the fills, the tunnels,
Never falter, never quail.
Keep your hand upon the throttle,
And your eye upon the rail.
Blessed Savior, Thou shalt guide us,
'til we reach that blissful shore.
Where the angels wait to join us,
In Thy praise forevermore."

CALIFORNIA WESTERN #46

Mallet #46 will probably have been moved from Fort Bragg to Willits by the time this issue of the REPORT goes to press. **California Western** employees repacked the pony and trailing trucks the first week of January, clearing the way for movement. Our December work party was unable to complete this task since the odd-size packing was unavailable at that time.

Thank you's are in order to **Georgia Pacific Corporation**, the parent company of California Western, as they are underwriting costs associated with the move of #46 to Willits. Several days of CWRR employee-time were involved in preparation of the locomotive for the move.

The fund to crane-load #46 on flatcars at Santa Rosa stands at \$1,600.00. Only \$3,200.00 more is needed to assure this operation can be carried out in a timely fashion when the locomotive arrives there in the near future. Contributions to the #46 fund should be sent to **Harry Doering** via the La Mesa Depot address.

Thank you's are due the following members who have contributed cash to this project at year's end: **Margaret Stahl, Hal Crispell, Elwyn Heller, Don Murray, Henrietta Kecskes, Bill Gunther, Mark Landguth**, and all the way from Pleasantville, New York, **Dr. Ralph A. Slater**.

#1809

The late **John Gieffels** favorite locomotive is being cared for by **Geoff Scheuerman, Ron Hyatt, Henry**

Lines, Mike Panger, and some of the other operating staff. A memorial fund for this engine and the rest of the museum diesel fleet was started by **Geoff Scheuerman, Wallace Schonschack, Peter Duncan**, and **Geoff Shepherd** also contributed to this fund.

40 TON CRANE

Vern Cook and **Dave Mathews** have been the big pushers on the maintenance of this self propelled Navy veteran. With the mechanical work on the mechanism that works the 80 foot boom well along, Dave and associates have begun to chip rust and paint the beast inside and out. The crane was moved onto the caboose track under its own power last month where it is more accessible than it was out on the tail of the drill track where it lived all summer.

The big crane made two trips to our Clover Flat siding project during the fall to unload flatcats of rail and performed well under the guidance of **Vern Cook**. Dave and Vern detected a problem with the main cable brake during the exercise and are now in the process of setting it right. Its next job is the reassembly of the Santa Fe gantry crane adjacent to Caboose Row. Track work for this project is now underway and gantry crane wizard **Dick McIntyre**, is ready for final assembly.

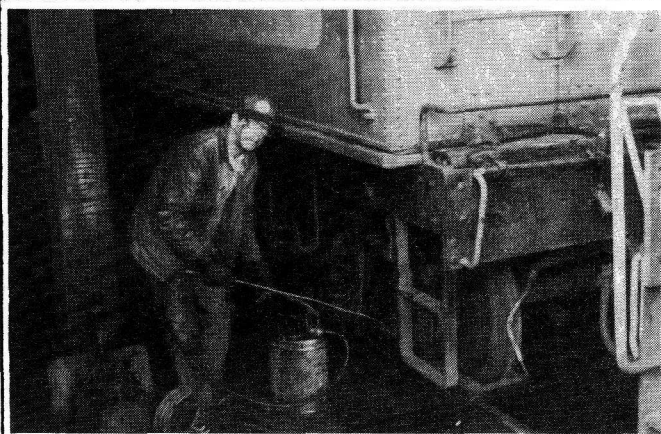
SP #2353

Mike Reading, Joel Cox and **Gaylen Dyreng** ventured to Imperial for another move preparation session on this big 4-6-0. Bolts were loosened and notes taken on how this engine will have to come apart in order to be trucked to the museum. This move is going to be another tough project, but we are not intimidated anymore. Its just a matter of overcoming the problems one by one.

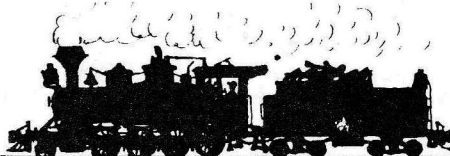
Jim Lundquist kicked in a thousand dollars to the #2353 fund last month. Other donors sending in big bucks were **James H. F. Collins** and **James T. Slingsby**, familiar names that can be found in the donor lists of every museum project. This war chest now holds nearly \$3,000.00 but much more needs to be raised. Don't let these three Jims do it alone. This fat boilered ten wheeler is worthy of your support.

ACY #3024

Ken Helm and **Norm Hill** cleaned and repacked the journal boxes of our outside braced wooden boxcar. **Larry Rose** donated the c.o.d. cost of the lubricated pads that were shipped from out of state. This dirty job took Norm and Ken all day with packing hooks and a 20 ton jack to lift the axles off the journal brasses. The next week, the car was switched into the car shop on newly activated track three to be painted and lettered.



Who is this grimy person? Its not a coal miner, its **Cliff Pennick** working on the #46 at Fort Bragg. **Jim Lundquist** took this picture as Cliff crawled around and under the tender of our 2-6-6-2 in the California Western engine house. The inspection pit under this engine was soaked with the grime and oil of decades of dripping steam locomotives, but our fearless crew waded through anyway in early December. Other members in the pit were **Ken Helm, Joel Cox, Jim Lundquist, Barney Barnier, Bob Haney, Dale Prescott, Jim Hamill** and **Dan Marnell**.



INDUSTRIAL ARCHEOLOGY (RESTORATION NEWS)

by Norm Hill

ACY #3024

Our museum's only wooden boxcar now has one of the biggest phases of its restoration completed. All of the car's outside metal bracing has been stripped, mostly by hand, to protect the car's outside wood. The following very dedicated people have accomplished something really fantastic: **Norm Hill, Bill Barbour, Tom Travis, Dick Diestel, Charles Alban** and new member **Floyd Lake**. The car is now inside on track three where its woodwork will be repaired.

SP #644

Our wooden Southern Pacific caboose continues to improve thanks to one man, **Ted Kornweibel**. Ted has rebuilt several closet doors and replaced a lot of damaged interior woodwork. We will then strip the car's interior when all the woodwork has been repaired. If you like to do woodwork, please contact **Norm Hill** and we will team you up with Ted.

SP #1351

I am so lucky to have people like **Peter** and **Theresa Snell**. This couple, totally by themselves, is restoring the "modern" caboose recently given to us by the Southern Pacific. Peter and Theresa have stripped over 60% of the car's walls. Peter removes the car's woodwork, takes it into his sign and graphics shop in Los Angeles, strips the wood in a dip tank, then sands it and brings it back to the car in pristine condition. He has also rebuilt the car's stove and many other parts to like-new condition. It has amazed me to see what a difference one or two people can make on a piece of equipment. Peter and Theresa funded all this work themselves, of course, and they will always have something they can be proud of when they are riding in SP #1351. Thank you, Peter and Theresa, for doing so much.

DL&W COACHES

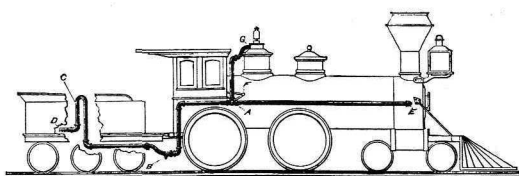
Jim Hamill is the head man on this project. His assistants have been **Ron Zeiss, Gaylen Dyreng, Russ Kimball** and **Dan McLean** over the last few months. Jim has removed most of the power transmission wiring from these former electric Lackawanna commuter cars and is taking off all non essential gear to get them ready for our SD&A excursion trains. Most of the useful parts have long since been given to our friends at the Bay Area Electric Railway Association operation at Rio Vista. Jim works on these cars at the SD&IV yard during the week, so any retired members or members with odd days off who can help are encouraged to call Jim at 277-2626 and get involved.

SPEEDER TRAILER

Joel Cox, Steve Oualline, and Larry Rose have totally rebuilt our second track car trailer which was a real "kit" when donated last spring by **Lee Adams**. A few good people have done something really great in a few weekends of hard work. Joel worked 'til 4:00 a.m. one Saturday night, replacing every stick of the original rotted wood with new duplicate pieces. All metal parts (brakes, wheels, etc.) were cleaned and painted. The car frame was painted orange by **Joel, Larry, and Skip** and **Robert Carlisle**. **Larry Rose** donated the paint and new 2x6 boards for the deck. **Steve Oualline** installed the new deck as soon as the last coat of paint was dry. The next step is for Larry to letter the car for the SD&A and put it in service (its original owner is unknown). The first push car is already back in service, having been rebuilt by Steve and Joel earlier.

MUSEUM CLEAN UP

I would also like to thank the following people who helped do a lot of cleaning up inside our car barn and who helped make our museum grounds look more presentable. These "restoration" folks did a lot to improve our overall looks and made over twenty trips to the county dump. Thank you **Norm Hill, Tom Travis, Bill Barbour, Steve Norris** and **Joel Cox**. (Joel is a physics major at the University of California at Berkeley and was down for the holiday break. His three weekends at the museum were the most productive we have seen. You will notice his name in several articles in this issue....amazing!)



THE ASHTON BLOW BACK SAFETY VALVE gives perfect and noiseless relief to locomotives, the waste steam being blown to the tender, saving what is usually wasted by the pop or other safety valves.
IT SUPPLIES WARM WATER without cost to the boiler.
IT GIVES INSTANT AND PERFECT RELIEF under all circumstances.
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IN SUCCESSFUL OPERATION on seventy roads.
OUR PATENTS COVER CLEARLY and fully this system of noiseless relief.
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Locomotive & Railway Preservation



P.O. Box 5, Huntington, Vermont 05462

Lowly acquisition and restoration of an old baggage car or caboose by an obscure volunteer group or tourist railway outfit gets overlooked or ignored. Hopefully, that's all going to change when the first issue of LOCOMOTIVE AND RAILWAY PRESERVATION MAGAZINE is published in March.

The museum staff met the editor, **Mark Smith**, at the T.R.A.I.N. convention in San Francisco in November where the magazine idea was well received by the member museums and tourist railway company officials in attendance. At last, a forum for museum roster information, news of acquisitions and the return to operation of all kinds of vintage equipment is at hand. The editor of this sheet encourages all members who have yearned for this kind of information in an exclusive publication to support this magazine and write for details to the address above. Sure, we will all continue to read RAILFAN, TRAINS, RAIL CLASSICS, CTC BOARD, PACIFIC NEWS, and PASSENGER TRAIN JOURNAL, etc. to keep up to date with the big boys, but now we will have a magazine with how-to-do-it features and the latest information on what PSRMA and all the groups like us across the land are doing every day. Its about time!

PSRM CAMPO

Meanwhile, back at the ranch, construction projects abound now that the track gang is done at Clover Flat. Switch six is now laid out and in the process of being bolted together. We are using one of the 90 lb. switches salvaged from the San Diego Depot area development (donated by the Santa Fe.) The tracks off this switch will go to our engine shop and pass under our giant gantry crane on the way. Doing this work are **Mike Spinner, Charles Alban, Joel Cox, Larry Rose, Jim Hamill, Bill Cupps** and **Cliff Pennick**. **Bill Cupps** is a former locomotive engineer who started railroading on the Pennsy and retired from Conrail two mergers later. **Bill** joined the museum one morning and immediately threw in with the track crew before the ink was dry on his dues check. The next week **Bill** worked with the steam locomotive crew on Shay #3, a classic example of a new member jumping in with both feet.

Barney Barnier, Dale Prescott, Ross Robinson, and **Larry Rose** installed door #4 at the southwest end of the car shop. The steel door frame was fabricated by **Dick McIntyre** and covered with the steel baked enameled siding used on the rest of the building. **Dick** also fabricated the locking mechanism for this 14 foot high by 12 foot wide door that will be used to get the forklift and service vehicles into the shop. The forklift was used to hang the door with **Jack O'Lexey** as pilot.

A massive clean up of the grounds is underway. **Jack O'Lexey** moved all the the oil drums on pallets out to the storage yard. **Norm Hill, Bill Barbour, Tom Travis** and **Steve Norris** cleaned up the car shop. **Joel Cox, Scott Thompson, Larry Rose** and **Jim Hamill** cleaned out the bell and whistle room and built new floor to ceiling shelves. **Scott Thompson** donated the wood for this heavy duty storage system. **Joel** moved the tool lockers to a space adjacent to the wood shop. **Louise Reneau** cleaned up the kitchen, donated a micro wave oven and rearranged all the shelving. Caretaker **Joe Hartman** got his tractor and blade busy on the access road to the lower car barn area, doing a lot of weeding and erosion control work. The place is looking better all the time.

Don Getz and new member **Floyd Lake** installed "new" chain link gates across the museum lead track near the junction with SD&A trackage. **Jim Lundquist** scrounged the sixteen foot gate pair. **Larry Rose** and **Charles Alban** dug the gate post footings and set the

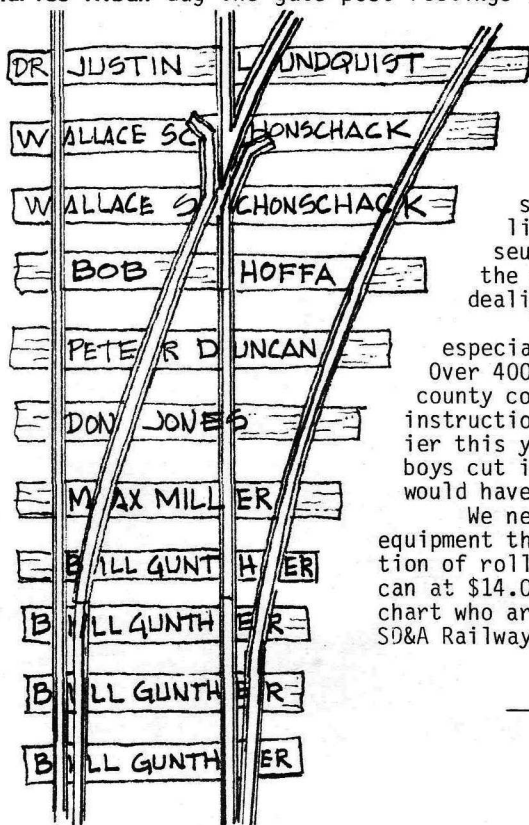
posts. **Larry** donated the cement for this project. **Don** and **Floyd** also serviced the stove in the kitchen, setting it up for propane gas.

Louise Reneau has been the star in the kitchen with **Paul Bortell** absent on vacation back east. **Louise** donated several hundred dollars worth of groceries and supplies to feed the sweat hogs and train crews during the SD&A start up period.

Ross Robinson, our Canadian snowbird from Ottawa, arrived late this year, a week after the honkers flew in and settled in the meadow adjacent to the museum grounds. This is the first time that we remember that the geese have beaten him here. **Ross** has made an immediate impact on the place as you might suspect. He has installed two new steel doors and frames in the gift shop and toilet rooms and is working on a new door to the supply room. A suspended tee bar ceiling is also underway in the wash room as **Ross** is spending several days a week at the museum and has many projects going. **Ross** even helped **Dick McIntyre** repair the rolling door mechanism on boxcar #3024 just to keep his contribution spread equally over several departments.

Paul Westover painted the train register shack in traditional buff yellow with green roof. **Don Getz** and **Floyd Lake** painted the ticket booth in the same color. **Paul** has also been involved in concrete work in the car shop. A new floor is taking shape a little at a time between the lounge/woodshop area and track three. This 16 foot wide by 158 foot long open space will be the main work space in our restoration program. **Larry Rose, David DiGiorgio, Brian Valleau, Vern Cook, Roy Pickering, Dave Mathews, Charles Alban, Dan Leix,** and **Scott Thompson** have been involved in the cement project. About half of the cement used so far has been donated by **Larry Rose**. **Dale Prescott** donated a second cement mixer so we can now mix the stuff twice as fast. **Dick McIntyre** repaired our old mixer and mounted new wheels on the one **Dale** provided. **Harry Doering** has been involved in purchase and transport of materials. All of the concrete mixing, pouring and finishing has been done as a night project after the visitors have gone.

There are projects for every interest and ability going on now at the museum, a chance for **you** to to learn to do something new. Come on out and help build your railroad museum!



TRACK-TIVE EFFORT

The Buy-A-Tie donors are staying right with the track gang and have provided most of the ties for switch six now under construction at the museum. However, we are still far behind for main-line switch ties out at Clover Flat. **Jim Lundquist** advanced the museum funds to finish the siding and has been able to more than double the productivity of the Buy-A-Tie Fund with some creative wheeling and dealing.

Ties are going to be much in demand at the museum for some time, especially now that we are maintaining a sizable portion of the SD&A. Over 400 new ties have been cut in between Campo and Clover Flat by the county correctional department road gang arranged for by **Jim**, who gave them instruction on what to do. The county inmates also weeded our railroad earlier this year, taking tremendous pressure off our volunteers. The honor camp boys cut in all the ties we had marked for replacement in three weeks. It would have taken our crew three months working only on weekends.

We need to lay lots more track in the yard soon just to accommodate the equipment that will come up in "Great Freight II" that will double the population of rolling stock on the property. If you can help please send what you can at \$14.00 a tie and mark up on the graph with the folks on this month's chart who are helping to put tracks under our trains at the museum and on our SD&A Railway.



GET IN THE PSRMA HABIT!

Balboa Park, PSRMA Headquarters!?

by Dan Marnell

Many inquiries have been received from PSRMA's membership regarding the Board of Trustees' proposal to acquire the Naval Hospital Library complex in Balboa Park as future museum headquarters. Since most members are unfamiliar with the building, an HO-scale model diorama has been constructed and will be available for inspection at PSRMA's forthcoming annual dinner meeting and subsequently at other museum functions. This model was generously constructed at cost by professional architectural model maker Bill Tipple, son of PSRMA member and model builder himself, Russ Tipple of La Mesa.

The Naval Library complex is intended to complement, not compete, with activities at Campo, since operations, equipment restoration and excursions would be impossible in the Balboa Park area. The indoor space, however, will be ideal for creation of an historic exhibit emphasizing the coming of the railroad to San Diego and its impact on the region. Early photographs, small artifacts, ephemera, and historical documents will be emphasized here. An outdoor static display featuring a non-operational locomotive and

car is also anticipated. This exhibit would be clearly visible from Park Boulevard.

PSRMA's library will occupy a portion of the complex, and with its archival, research and public access areas, will be integral to the success of this project. Creative use of PSRMA's audio-visual assets in the complex's tiered auditorium and the aforementioned attractions will draw general public interest and, coincidentally, acquaint visitors with our Campo facility. This central city location would also serve to enhance our desire for mutually beneficial liaison with the California State Railroad Museum in Sacramento. PSRMA's Balboa Park Committee asks members to please save the inserts from REPORT #200 for future reference.

Those members who have not yet written in support of our proposal are urged at this time to direct their correspondence to the Balboa Park Committee and the Naval Hospital Ad Hoc Committee. As our proposal moves toward realization, we will be asking members to access these inserts again and direct correspondence elsewhere.

MEMBERSHIP NEWS

by Tanya Rose

As I reflect on the past year and anticipate the new one with all its challenges and rewards, I think of those people past and present who have carried us to this point in our growth. Not one person can or should get total credit, for it is everyone together which makes the museum what it is. I can't begin to tell you how nice it is to get your encouraging phone calls or the fan letters with a donation slipped in-

side, and knowing that you gave your time really lifts us who are passionately involved in making this museum the best it can be. All the seeds you have planted will surely bring an abundant harvest. People in the future will be able to learn about our incredibly rich railroad history because of those who show they care today. Thank you, each and every one, for your involvement in this great adventure!

LIFE MEMBERS

#56. Margaret G. Stahl

#57. Ray Ayers

#58. Harold L. Crispell

INDIVIDUAL & SENIOR/STUDENT

Carle H. Salley
R. F. Arnold

David M. Miller, Jr.
Wally Richards

John Navas
James L. Spears

Mrs. Glenn F. Brown
Darrell Brewer

P. M. Klauber

FAMILY

Russell & Mildred Hanger

Stan, Donald, Tyler & Amy Solleder

John & Eloise King

John H., Linda, Julie, Sarah, Michael, Rachael, Matthew & Stephen Neal

CONTRIBUTING

Norm & Marla Keith

SUPPORTING

James B. Case

Jeff Johnson

LA MESA DEPOT STAFFERS

by Patti Bice

HAPPY NEW YEAR!! Well, football season is over and so is 1985. I would like to thank all the people who made last year at La Mesa Depot a joyful one. A special thanks to **David DiGiorgio, Max Miller, George Parish, Eric Sanders, and Russ Stockwell.** These sweethearts got on their hands and knees and cleaned the depot and Perry for the holidays.

We had our Christmas open house on December 21st. It was full of good people, good food, and good fun.

I met some of the nicest people I've ever had the pleasure of knowing and I am looking forward to our next get-together in the spring.

Many thanks to these special folks who showed off our award winning depot during November and December and to **Trig Stanley and Tanya Rose**, who gave of their precious weekday time in order to guide the Rolando Elementary School 3rd and 4th graders through the exhibit.

Vince Alesi
Julius Acevez
Dan Botkin (2 times)
Susan Brown
Margaret Collins (2)
Dorothy Cotton (2)

Wayne Davis
Duane Dubke
Tom Early
Evelyn Early
Jack Ebey
Kenneth Florer

Hal Gasner
Hallie Holmes
Frank Kearney
Nick Kimler
Joe Laurent
Max Miller

Mabel Perrapato
Roy Pickering
Don Pope
Eric Sanders
Russ Stockwell (2)

OBSCURE SHORTLINE DEPT.

MATTAGAMI RAILROAD COMPANY.

J. A. SAUNDERS, Vice-President and General Traffic Manager,
Toronto-Dominion Centre, Toronto 1, Ontario.
Smooth Rock, Ont., to Smooth Rock Falls, Ont. (3 miles).
Connection.—With Canadian National Rys. at Smooth Rock, Ont.
March, 1970.

WAYNESBURG AND WASHINGTON RAILROAD COMPANY.

G. M. SMITH, President, Penn Central Station, Pittsburgh, Pa. 15222
Extends from Washington, Pa. (connection with Penn Central)
to Waynesburg, Pa. (connection with Monongahela Ry.) (28.5 miles).
Freight service only.
November, 1969.

Honor Roll

VERNE SWEIGARD of La Mesa has donated a 1968 Chevy pickup truck! It has only 79,000 miles on it and perfect paint, having spent most of its life parked in a garage. The truck has extra shocks and overload springs on it and one of its first jobs was to haul 3,600 lbs. of cement to the museum. The truck will be our in-town hauler and is kept at the home of **Larry and Tanya Rose** (Verne lives across the street!) This truck is in very nice condition and has extra fuel tanks for long distance hauling. The price of a truck this nice in lots around town is about \$3,000.00! A **very** nice donation indeed!

RANDALL KELLY of La Mesa has donated a utility trailer that will be used to replace our trash trailer because it has much heavier suspension. The old trailer can now be taken out of service for a rebuild by **Harry Doering**, who donated it originally and made the initial contact for this fine gift.

DR. DICK RUPPERT of La Jolla sets up our night school railroad training programs as part of the San Diego Adult School Continuing Education Program and, in the process, managed to get himself paid by the school district for his efforts. Dick has donated all this cash to our general fund!

HAL'S LOCKSMITH SERVICE of San Diego donated the re-keying of a group of museum padlocks for Facilities Superintendent **Barney Barnier**.

ALBERTO GRANADOS of San Ysidro has donated a field telephone and switchboard set. These phones are now being installed in the gift shop, wood shop, lounge, dispatcher's office, and in a phone box at trackside at the museum by **Henry Lines** and **Mike Panger**.

BART BISHOP of San Diego has donated to the 104-050 Fund. Now that the moving loan is paid off, all contributions to this fund go to restoration of this priceless relic of the SD&A Railway.

BILL TYLER of San Diego has donated a train order typewriter to the museum. With all traffic on our SD&A Railway now being dispatched with train orders, this special typewriter with large characters will be most useful. (Bill is ATSF Trainmaster in San Diego).

TOM BROWN of La Mesa has donated a former SD&AE propane weed burner complete with tank, wheeled dolly and accessories.

TOOL FUND

At last we are getting together a sizable fund to get some specialized equipment for our restoration track gang and mechanical department work such as staybolt taps and a new rail saw, etc. Contributors to this fund since the last REPORT are **Wallace Schonschack, Mary Sanders, Peter Duncan, Larry Rose, and Ken Faller**.

GENERAL FUND

We still have to pay the water and power bills and all the other fixed costs that are part of doing business and the general fund is the last resort. Propping up the non restricted fund this REPORT with generous cash donations are **Judy Arbuckle, Karl Stephens, Richard Drover, Donald Murray, and Robert Hanft**.

FUEL FUND

Keeping gas and diesel fuel in the museum machinery has always been a problem usually solved out of the pockets of the members doing the work. The following people are helping to lighten the load. **Philip Klau-ber, Marion Slater, Larry Rose** and Board of Trustees member **Gene Dramm**.

FACILITIES FUND

Department Superintendent **Barney Barnier** has put several hundred of his own bucks into this fund so members working in his area will have something to fall back on to keep buildings and grounds projects moving.

LIBRARY DONORS

Board of Trustees member **Dr. Dan Marnell** has pumped up the library operating fund with a \$1,500.00 check! Not to be outdone, **Mrs. Virginia Semple** of San Diego donated a collection of hardbound railroad books valued conservatively at \$4,000.00! Other donors of valuable books and historic memorabilia are **Mary and Will Shellhammer, Betty Cummings, George Vance, Walt Stringer**, and ex-Pennsy engineer **Bill Cupps**. A most useful item of furniture for the library has been donated by **Karen Prescott**. It is a drafting table with a built in light box. This is an ideal tool for tracing one of a kind antique railroad maps that are stored in abundance in our library.

RUMMAGE SALE

The rummage sale to benefit the library was a great success. Held at the La Mesa Depot on December 7th and 8th, it featured several old cars from the **San Diego Horseless Carriage Club** that attracted lots of folks to the "white elephant" junk sale. Eight hundred bucks were raised for our library and much good will for the museum. Here are the helpers and donors who made it work:

Mr. & Mrs. George Hall
Mr. Allen "Pete" Laughon

HORSELESS CARRIAGE CLUB
Mr. & Mrs. Bill Goshorn
Mr. & Mrs. Perry Walton

Mr. & Mrs. George Coffin
Mr. & Mrs. Chuck Haynes

VOLUNTEER STAFFERS

Patti Bice
Roy Pickering
Ed Duling

Judy Arbuckle
Adalaida "Trig" Stanley

Pearl Smith
George Medlin

Wayne Davis
Margaret Barksdale
Hazel Duling

DONORS

Vince Alesi
George Glazer
Harry Doering
Charles T. Foltz
Paul Gaughan
Adalaida "Trig" Stanley

Hal Doer
Harry Christiansen
Margaret Barksdale
Bob Burnaman
Richard Davis

Patti Bice
Wayne Davis
Pearl Smith
Tanya Rose
Ann McVeagh

Rose Mary Pickering
Richard Diestel
Judy Arbuckle
Linda Harding
P. Allen Copeland

V. L. Pickering
John Cash
Carol Westover
James Foertsch
George Medlin

Special thanks to **Ed and Hazel Duling**, who arranged for the antique cars that attracted such a crowd of bargain hunters.

Everything Trains! Gift Shop

AUTHENTIC RAILROAD LANTERNS

The Conger

An old favorite that just won't quit! This popular switchman's battery lantern is all metal and basically unchanged for many decades.

The Starlite

This is essentially the old Adlake battery lantern in modern dress. Now made of tough high-impact plastic, with a high-visibility orange body, the Starlite is used on most railroads. Some of our stock has railroad logos, some without.

The Streamline

This nifty lantern is a favorite with conductors and others who use their lanterns less frequently, but who always need a reliable light handy. Standard railroad features in a compact lantern that folds up small enough to fit in a pocket. Uses 2 D batteries.

Lanterns, batteries and bulbs are being stocked at Campo only at this time. We can bring one into La Mesa for you on special order.

CAP BADGES AND UNIFORM BUTTONS

We have genuine SD&AE uniform buttons in stock. Fine quality new restrikes.

We located a number of fine quality, low-cost Cap Badges. These are brass badges with CONDUCTOR or TRAINMAN embossed in. Some are natural brass, some have nickel or other silver-color plating. No railroad name, appear to be brand new. We suspect they were left-over stock at some factory or warehouse. Come get 'em, when they're gone, they're gone!

The PSRMA logo is now here in a new Cloisonne tac, suitable as a tie-tac, a lapel pin, or to dress up your favorite RR hat. This is a new run, we think a lot handsomer than the first run of last year.

help! We're now open in both La Mesa and Campo, so we need more staffers, and we've lost a few of our best because they'd rather run trains (can you believe that?), so we're stretched kinda thin! Can you help? This is a fine opportunity for family members of some faithful Trainman, or for members who can't get out to Campo too often, but still want to help. Teenagers are welcome. Call Linda at 283-3066 for more information.

A great big THANK YOU to our staffers for October through December -

Cecil Badman (3)	John Cunningham (2)	Linda DiGiorgio
David DiGiorgio (2)	Kathy Danielson (2)	Terry Danielson (2)
Bette Donavon (3)	Carmen Donavon (6)	Bill Evans
Rae Gay	George Geyer (4)	George Heflin IV (15)
Martin Katchen	Sheila MacKay (3)	Roy Pickering (2)
Ted Rielinger (3)	Yvonne Rielinger (3)	
Charlie Wade (5)	Elaine 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

And at Pacific Southwest Railway Museum, Campo