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REPORT

No. 202

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A VIEW ALONG THE ROUTE OF THE SD&A RY



PSRM SPEEDERS VISIT CARRISO GORGE!

A track inspection request by the San Diego and Imperial Valley Railway last month led to a most enjoyable tour of famed Carriso Gorge by a crew of museum foot troops aboard a pair of motor cars. This photo shows Brett "Speeder King" Tallman with track car on a trestle near the east end of the gorge. In the center of this view looking south (railroad west) just to the right of the speeder, is the well known Goat Canyon trestle half hidden in the shade of the canyon in the distance. Also just to the right edge of the speeder is a 1,000 foot drop to the floor of the gorge and a large stand of desert palms. Other than the click of the shutter, the only sound heard by Brett and the photographer during this pose was the sound of water splashing through rapids amid the palm forest, as rains in the distant mountains turn the desert green. The full story of track inspection in this incredible place is featured in this issue of the museum newsletter.

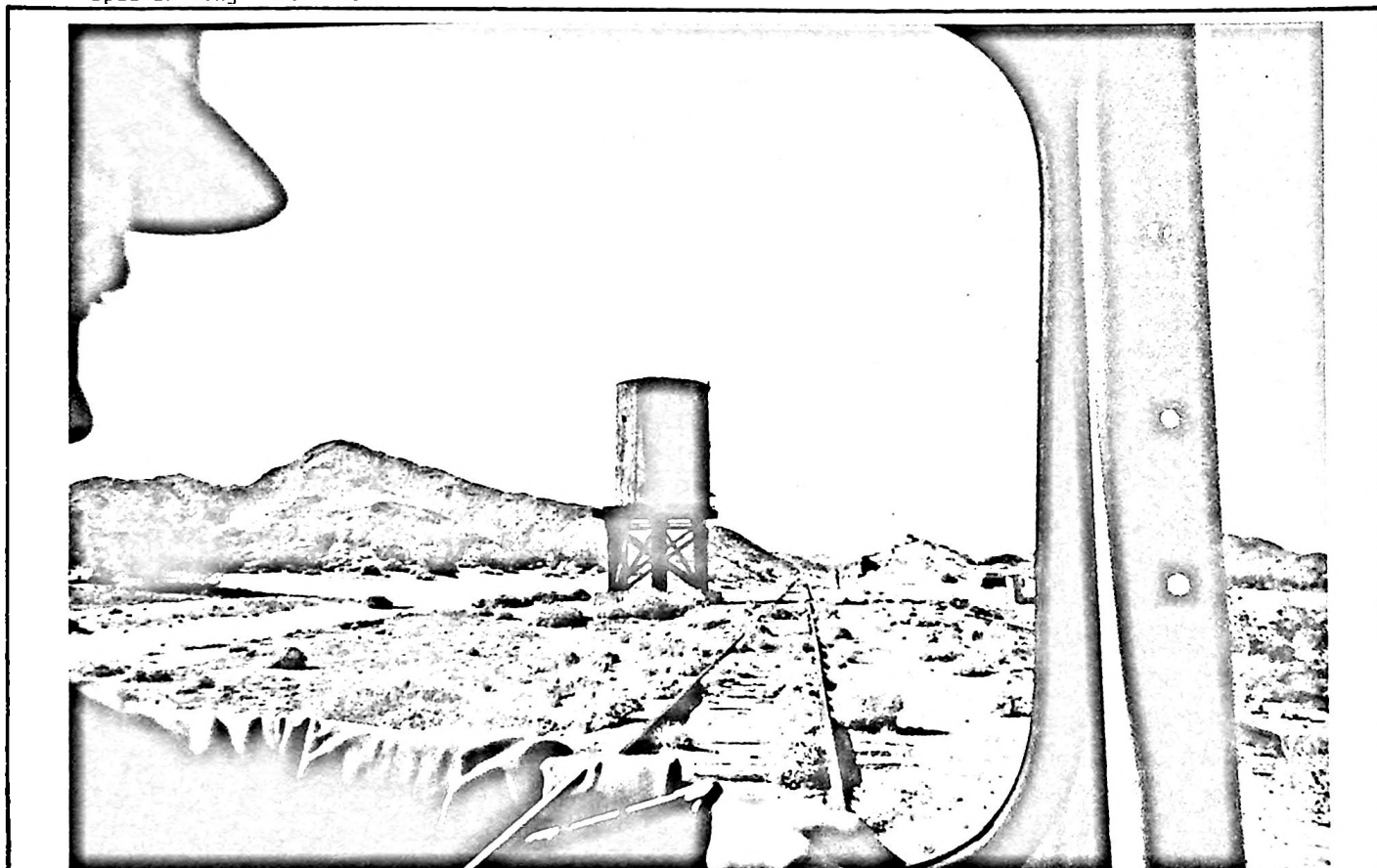
(L. Rose photo)

MUSEUM CREW VISITS CARRISO GORGE ON THE SD&A

A group of museum regulars entered spectacular Carriso Gorge from the east end last month to take the first serious look at the condition of the line that has not seen a train since June, 1983. Travelling on two speeders, the group went all the way to tunnel 16 and the famous Goat Canyon Trestle, the present end of the line. Tunnel 16 burned last summer when a campfire got away from illegal aliens who frequently hike through the gorge. The tunnel lining burned for days and the 800 foot bore is now plugged tight with fallen rock at both ends.

Two small wooden trestles a few miles farther west of the collapsed tunnel burned in 1983 shutting down the railroad and causing freight operator Kyle Railways, Inc. to give up on it and leave town. Since then, PSRMA's resurrection of the S.D. & A. between mileposts 65 and 74 has produced the only train traffic on the high desert line that runs from milepost 59.94 inside international tunnel (No. 4) six miles west of Campo to milepost 129.61 near Plaster City. A portion of the old S.D. & A. between Plaster City and El Centro was retained by Southern Pacific because of the twenty carloads a day of plasterboard and drywall that are shipped east from there.

The museum foot troops were asked by the current custodians of the line the S.D. & I.V. Railway, to check the Carriso Gorge portion for plugged culverts, rockfalls, and vandal damage. It was the ideal invitation for a fun time as well, and cameras, along with shovels, were loaded on board the two motorcars. The little track cars were hauled by truck to a crossing near Dos Cabezas (milepost 109.7) on a special trailer provided by Brett "Speeder King" Tallman.

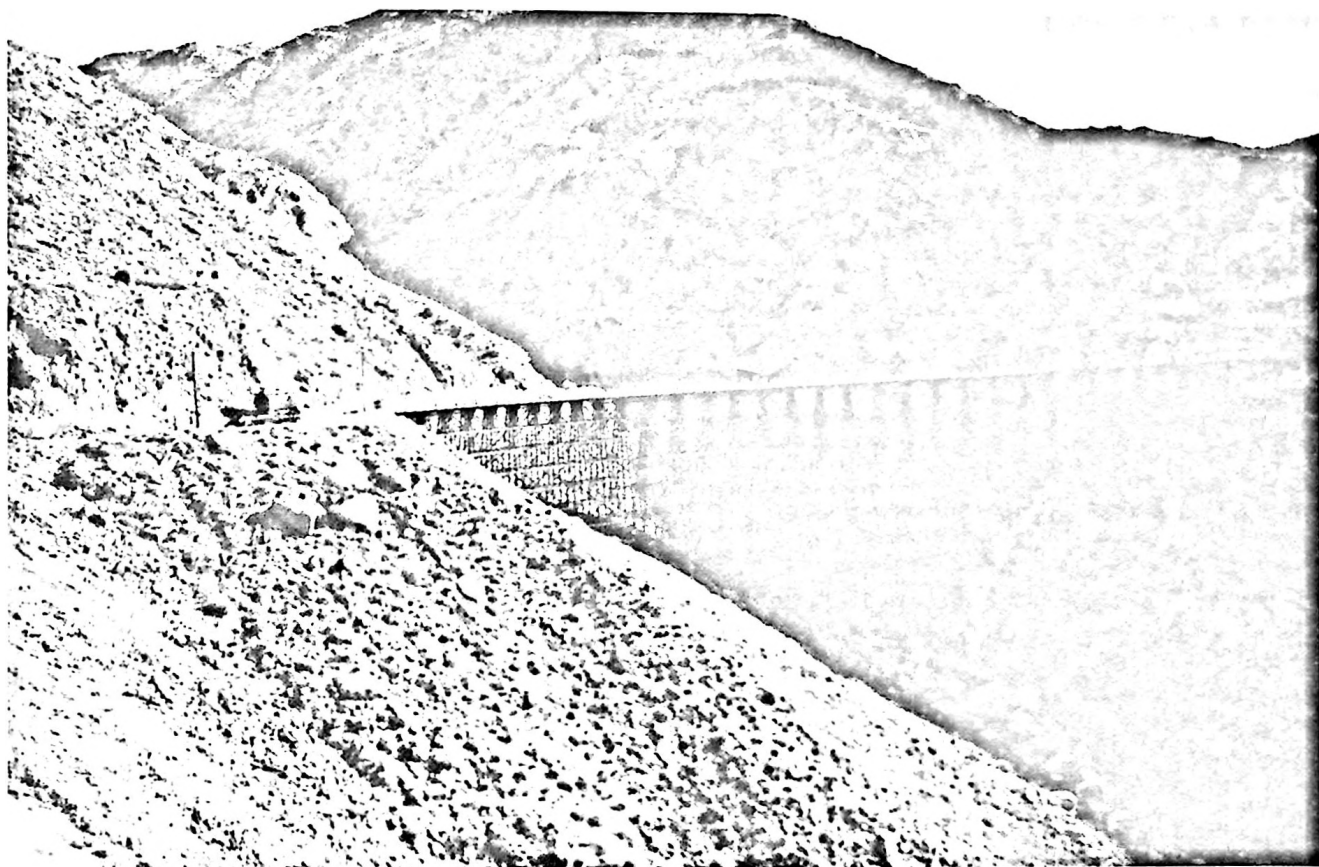


A speeder's eye view of the railroad's only surviving water tank, a 28,000 gallon steel vessel at Dos Cabezas, 109.7 rail miles from San Diego. For a photo of a steam engine taking a drink here, see REPORT No. 167, page 7. (L. Rose photo)

Brett and David DiGiorgio were speeder pilots for the day and soon zipped the crew up the line to the first obstruction. A rock fall was encountered on the track about a mile past tunnels 20 and 21 and the motorcars had to be portaged around the pile to continue on. This kind of trouble has been common on the railroad since the golden spike was driven in 1919 only a few miles up the line at milepost 100.7, site of Carriso Gorge siding.

Once around the rock fall, the group continued on to milepost 103, the site of a derailment that occurred in 1982 when Kyle was running the railroad. Two fifty foot S.P. boxcars still hang precariously among the boulders on the side of the canyon. One is empty, the other is full of bags of cement which will forever remain unsalvaged as the slightest movement could send the cars crashing down hundreds of feet to the canyon floor. The wheel sets for these cars are already at the bottom, reduced to twisted scrap.

When the group finally reached the plugged tunnel and the putt-putts were shut down, the gang had a chance to enjoy the eerie silence of the gorge, broken only by the sound of falling water among the desert palms on the canyon floor. The old haul road around tunnel 16 is a great vantage point to see the gorge and the best place to see the entire length of what is touted as the largest wooden bridge in the nation that spans Goat Canyon immediately west of tunnel 16 at milepost 102.4. This awesome trestle has been named a national historic engineering landmark and is truly spectacular.



The gracefully curving Goat Canyon Trestle lies between tunnels 15 and 16. At the left on a short spur is a tank car. Above it on the hillside is a tank car body. Both served as the water supply for the trestle's extensive fire sprinkler system. In the center, just above the bridge, the portal of the original tunnel 15 is visible. Its collapse in 1921 caused this trestle to be built. The trestle is 633 feet long and 185 feet high and is built on a 16 degree curve. It is believed to be the largest wooden bridge in existence in North America, if not the world. (L. Rose photo)

On the return trip, the severe damage being done by constant motor bike traffic up the line was noted. The ballast shoulder is badly eroded where dirt bikes and three-wheeled ATV's have made deep depressions on each side of the tracks. A heavy steel gate in the mouth of tunnel 21 (milepost 106.2) would stop most of the bikers coming from the east end. A similar gate at tunnel 5 (milepost 96.6) would stop entrance to the gorge from the west and even slow down foot traffic, which would help prevent disastrous tunnel fires.

Before packing up and heading back to the museum, Brett Tallman, Jim Lundquist and Larry Rose checked out the line east of Dos Cabezas, getting to milepost 112.4 where the tracks disappear under several feet of wind-blown sand. The shifting dune has covered several hundred feet of the line, a common problem once out of the gorge and on the desert floor.

In summation, the crew found the railroad to be in very good shape overall, with the vandal damage far outweighing the deeds of Mother Nature in the areas that need attention in order to get the line open. In fact, the line east of Dos Cabezas is the best on the whole railroad. Its mostly 110 lb. rail with many welded sections and is layed in excellent rock ballast.

Carriso Gorge has to be one of the railroad wonders of the world with its sixteen tunnels and several dozen wooden trestles. Its awesome canyon is sort of like Toltec Gorge without trees. This part of the railroad is a wonder worth saving and the museum is willing to work toward that goal. The S.D. & I.V. still hopes to open the road to freight traffic, which is the best way to insure its survival, but meanwhile, if the bikers can be kept out and campfires controlled, Mother Nature is the best custodian. The track structure holds up well in the high desert climate and the wooden trestles rarely get rained on.

S.D. & A.E. engineer Gaylen Dyreng was along for the ride and even though he has been through the gorge thousands of times, he says he has never tired of its awesome beauty. The "Impossible Railroad" got its name from this desolate but ruggedly beautiful place and its only thirty rail miles from the museum at Campo, where "impossible" projects are accomplished all the time. Is a steam powered excursion through this vast wilderness even a remote possibility? We think Gaylen will see this place again and take thousands of folks with him. Believe it, and help work toward the goal! Every job and service performed at the museum puts us a step closer to realizing this dream.

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)

PSRM CAMPO

There has been a big improvement in the car shop in several areas since the first of the year. Ross Robinson and Barney Barnier have ganged up on the toilet and shower room, installing a new ceiling, wiring in new fluorescent light fixtures, installing new cabinet doors under the sink and building a new cabinet around the water heater. Dan Robirds mopped the place and cleaned the toilets, much to the joy of the usual latrine orderlies. Dan even got the idea himself. Miracles never cease! Don and Nancy Getz showed everyone the way with the unfun but vitally necessary toilet cleaning chore. It sure is nice to see other people following their example. Louise Reneau has also been helping keep the sinks and mirrors clean and has been keeping the kitchen sanitary almost single handedly. Ron Hyatt has also been seen taking mop in hand to help keep your museum clean.

On the outside of the car shop, Paul Bortell, Ross Robinson, Larry Rose, and Duane Leal reframed much of the wall behind our 1897 Baldwin narrow gauge locomotive. Forty feet of plywood shear panels were nailed up and half of the old windows framed in. Paul funded everything required for this job out of his own pocket, as he often does, and will eventually rebuild the entire 160 foot length of this wall. Ed Duling, Larry Rose, Brian Valleau and David DiGiorgio have been taking turns hauling the trash trailer to the dump to keep ahead of Paul and crew who have been removing the old crumbling 1946 siding as they go along.

The parts room has also received attention with new shelves and nut and bolt bins. Larry Rose has been cleaning this area up as a night project. Bill Cupps has been helping out also, sorting cans of miscellaneous nuts and bolts that have been donated in the last few years. There is still lots to do in this room. What we need is a "neatness nut" to take charge of it.

The hardware stored around the car shop is in the process of being relocated to the east storage yard. Jack O'Lexey has been the forklift pilot moving the spare passenger car wheel sets and other heavy things away from the north side of the building. When this area is cleared, Barney Barnier and associates will locate the shop stationary air compressor here. Much of the air piping is already installed inside, including an outlet in the inspection pit.

Several new steel doors and door frames have been scrounged by Barney to replace the old wooden doors in the building. Ross Robinson has mounted most of them already. Ross, Barney, Jim Hamill and Dale Prescott installed a pair of steel doors at the shop entry and at the rear parts room exit.

There is something new in the wood shop. A band saw has appeared, built from a kit by Ross Robinson. Its first job was new curved roof walk supports for S.P. caboose #644. Jim Lundquist painted the machine for Ross who hates to paint. Jim is also building new station signs for the various points on our S.D. & A. Railway. Charles Alban has provided a stack of long 6x6 posts to mount them on. The signs are being lettered by Larry Rose to look like the originals that disappeared long ago and will be erected at Clover Flat, Miller Creek, Brown Dog, and Campo Junction. Special thanks to Dick Pennick for providing a photo of the original Clover Flat sign that was used as a guide for this project.

A phone box has been installed down by the museum yard lead where S.D. & A. trains are boarding. The box is neatly done and painted silver. The REPORT editor has no idea who did this nice work, but rumor has it that Ed Duling had something to do with the ditch work for the underground wiring.

Track work has slowed down considerably at the museum with our S.D. & A. operation using up so many people, but switch #6 continues to make intermittent progress anyway. Jim Hamill, Steve Oualline, Cliff Pennick and Larry Rose have each taken a turn at it and our Sea Bee reservist friends have also been helping to put it together. The rail saw donated by Wally Barber and rebuilt by Bob Haney has been making some very neat joints in the 90 lb. rail and the track drill, also a Wally Barber offering, has made all our track progress possible. Its hard to believe that we actually used a hand powered antique drill when we started out five years ago!

Another Barney Barnier project is starting to come on line. Barney has been slowly changing all the lock cylinders at the museum to a grand master key and master key system. This will enable our various department heads and key staff to get into things without hauling around a monster ring of keys as they have been. It will also give us a foolproof accounting of key assignments and get rid of dozens of oddball brands of padlocks that have been added in the last twenty years.

There are dozens of other jobs waiting to be done at the museum. They are posted on the bulletin board each month by the museum planning committee and crossed off when completed. Some jobs have been on the list for months because other, more critical tasks are added ahead of them and there are just too few workers to cover all projects that need doing. This is how our traditional crises management works. Getting more people involved is essential to faster progress and lessening the crises management pressure. Here's how to get involved:

If you are a new member, or have never been to Campo and don't know anyone, perseverance on your first visit is essential to find out what's going on. Sometimes its hard to find someone in charge to talk to, especially on a Sunday. There is now a superintendents duty roster posted on the bulletin board. Soon there will be a photo of each department head to go with it so members and visitors can better learn the faces that go with the names. Where to find the duty officer is the next step.



The rail saw bangs away on the point rails of switch #6 at the museum yard throat. Managing the machine are: (from left) Jim Hamill, Steve Oualline, and Cliff Pennick. Behind Cliff is a non member visitor who offered to help. (L. Rose photo)

It has long been an unwritten rule that a museum superintendent would never ask any member to do anything that he wouldn't do himself, so look for someone doing a job that doesn't look at all fun or interesting. (The editor of this sheet has actually seen the museum executive director clean toilets, for instance.) No one is too busy to stop what he's doing to help a new member get acquainted and find a project to his liking. So come on out Saturday or Sunday, find the duty superintendent, and volunteer.

One of the most pressing needs is for docents to greet visitors. Showing people around is one of the best ways to learn about the collection yourself and a great way to get started on a fun and rewarding avocation. "Museuming" is for the whole family and spending a day among the artifacts of railroading is soon addicting for many people, including an occasional reluctant spouse. So come on out and let that lonesome whistle work its magic. Hear the music of the rails, fall in love with the perfume of hot valve oil, get acquainted with a way of life now almost gone, when "getting there" was the most fun part of travelling. Do it all at your railroad museum!

MEDIA EVENT KICKS OFF LIBRARY RELOCATION PROJECT

February 26th was a big day for PSRMA. An official announcement of our plans to locate in Balboa Park was made at a media event held at the historic Long-Waterman Victorian House on First Avenue in San Diego. It somehow seems appropriate that John Parker, PSRMA board member and owner of the house, lent the facility for this occasion, for the house's second occupant, the seventeenth Governor of California, Robert W. Waterman, was the owner and builder of the San Diego Cuyamaca and Eastern Railroad on which is located our La Mesa exhibit and which later became part of the San Diego and Arizona Railroad.

The house, built in 1889, is perhaps San Diego's premier example of Victorian grandiosity. It was accentuated with railroad artifacts and memorabilia for the occasion. The caterers were outfitted in dining car uniforms and guests were greeted at the door by member Roy Pickering in full conductor's regalia.

Present at the affair were political and media representatives, other museum executives, members of the board and staff of the California State Railroad Museum in Sacramento, members of our own staff and board, and other friends of the railroad.

Channel 10 ran a live telecast during the event at which committee chairman Dr. Dan Marnell fielded questions from Jack White and Susan Farrell. The event also generated significant press coverage, as the San Diego Union, the Tribune, the Los Angeles Times, and the San Diego Transcript ran pre-event stories and the Los Angeles Times continued.

Present from the California State Railroad Museum were Dick Troy, head of the Regional State Parks Department, Stephen Drew, Chief Curator of the museum, Denny Anspach, member of the Board of Directors, Robert Morris, also of the Board of Directors, and Jack Stodelle of that board and our own Board of Trustees. Barry Garland, Director of Public Relations of the CSRRM, was also present.

Master of ceremonies during the announcement was Fred Whitacre of the San Diego Padres. Present also at the affair were Peter Branson, the Executive Director of San San Diego Maritime Museum, Ed Denker, President of KXY radio, Dave Duea, President of the Firehouse Museum, Dick Engle, Vice President of the San Diego and Imperial Valley Railroad, Iris Engstrand, Professor of History and Chairman of the Department, USD, Richard Esparza, Executive Director of the San Diego Historic Society, and Phil Klauber, President of that same organization. Chris Johnson of KCST 39 and Nada Grigsby of Save Our Heritage Organization were also in attendance. William Immenschuh, President of the Aerospace Museum, David Knetzer, Executive Director of the San Diego County Medical Society, Tom Larwin, General Manager of the Metropolitan Transit Development Board, Gordon McNary, Senior Vice President of San Diego Trust and Savings, Judge Leland Neilsen, and Jack White of KFMB Channel 10 were also in attendance. Most of the PSRMA Board of Trustees and PSRMA senior staff were also in attendance. Champagne and hors d'oeuvres were served.

Earlier in the day, PSRMA Trustees Dan Marnell and John Parker were guests of the Board of Directors of the California State Railroad Museum at their tri-annual meetings in the San Diego Trust building board room and joined that body for lunch on the Reuben E. Lee at which time Dan Marnell spoke to the board about PSRMA and its plans to locate in Balboa Park. The state museum board and staff applauded our efforts and wished PSRMA well.

LA MESA DEPOT STAFFERS

by Patti Bice

My, how time flies! We have gone through two months already. It just doesn't seem possible. The Philadelphia Academy school visited the depot in February. It was guided by Eric Sanders and Mary Brown. The two of them gave of their time to take the thirty children through the exhibit.

A special thanks to Board of Trustees member Bill Niedrich for staffing the Peary when a staffer didn't show up. Another note of thanks to the La Mesa Historical Society. Their members really helped out a lot this month. When I called, they were there.

It's the people that really make us work. Without volunteers we have nothing except empty cars and exhibits. So, for the people who have given their time to making it work, we are having our first annual potluck dinner on May 24, 1986. Get out your favorite recipes, because I'll be getting touch with you.

LA MESA STAFFERS

*Julius Acevez
*Marge Becker
Dan Botkin
Mary Brown (2)
Margaret Collins (2)
Dorothy Cotton

Duane Dubke
Jack Ebey
Al Ellis
Kenneth Florer
Hal Gasner
*Bob Hoffer

Hallie Holmes
Bob Hull
Scott Johnston
Frank Kearney
Joe Laurent (2)
Max Miller

Bill Niedrich
George Parish
*Mabel Perrapato
Don Pope (2)
Irma Starr
Russ Stockwell

*La Mesa Historical Society

IN MEMORIAM

The La Mesa Committee is saddened by the untimely death of one of our active members Fred Smith. Our deepest sympathies go out to Pearl Smith and her family. He will be greatly missed.

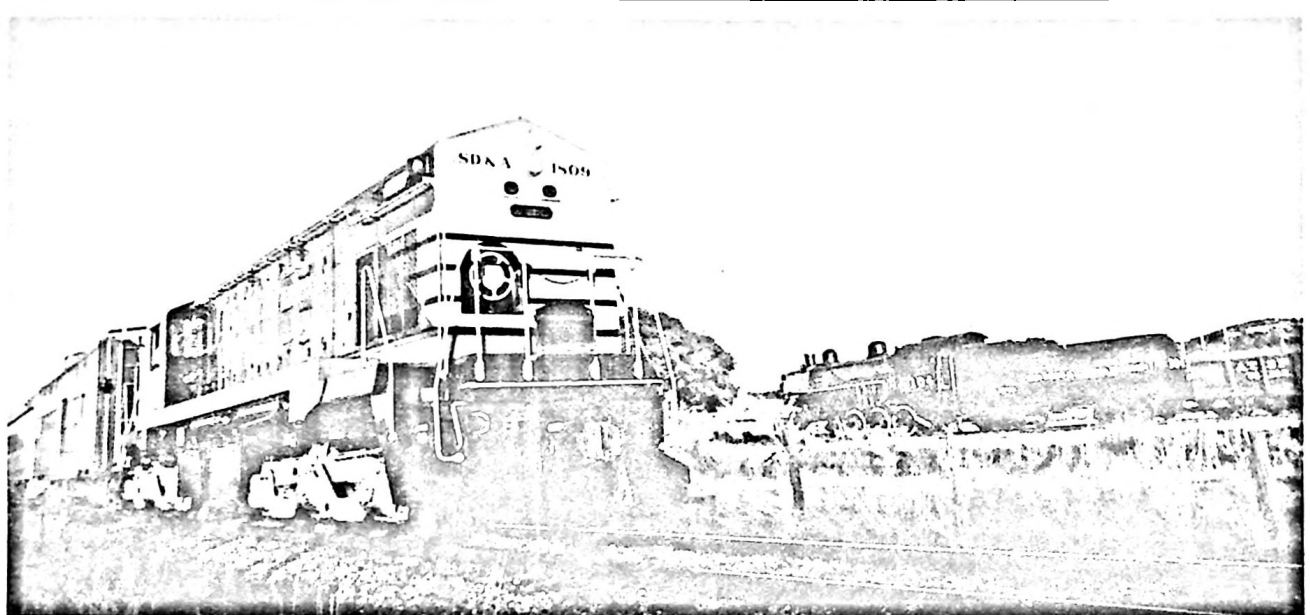
SD & A NEWS

Our first two months of regular weekend operation are behind us now. Forty eight trains ran on time with no cancellations due to low ridership. Even without advertising, our new excursion service produced more than \$5,000.00 of income for our S.D. & A. Railway in its first eight weeks. With insurance, tie replacement, fuel and engine service figured in our total overhead burden, the S.D. & A. is in the black and the early March ridership totals show the only way to go is up!

All successful ventures start with a heads-up group running the front office. Louise Reneau has been doing the lion's share of the work with George Heflin being on the scene regularly as chief clerk. Ticket agents have been Don and Nancy Getz, Bill Schneider, and Sookie Lake with Louise and George helping out the few times when we've come up short handed. They have done a fine job, as has Trainmaster Ron Hyatt, who was promoted to S.D. & A. general manager for his outstanding effort in organizing the staff and crew. Superintendent Harry Doering has been doing an excellent job keeping the books for this operation as he does for the rest of the museum. In fact, Harry would be a great candidate for PSRMA's unsung hero of the month, as he toils in obscurity with the rest of the department heads to keep the museum running smoothly.

The operating department has a pool of quality people running our S.D. & A. trains. They have all been showing up on time for their crew assignments and have been putting on a very safe and professional show. The current group of engineers, conductors, brakemen, and trainmen work all the jobs, including the fire safety speeder. All of them, veterans and trainees, put the welfare of the museum and its equipment ahead of their own egos and interests and are making this adventure work.

The crew pool for the first two months have been: Dick Ruppert, Gaylen Dyreng, Jim Lundquist, Geoff Scheuerman, Dave Slater, Mike Reneau, Don Getz, David DiGiorgio, Steve Oualline, Bob Nichols, Mike Panger, Gordon Buck, Ron Milot, Henry Lines, Terry Durkin, Bill Palmer, Tim Floersch, Steve Norris, Vern Cook, Scott Thompson, Ron Hyatt, Mike Reading, Geoff Shepherd, Rene Scheuerman, and George Heflin.



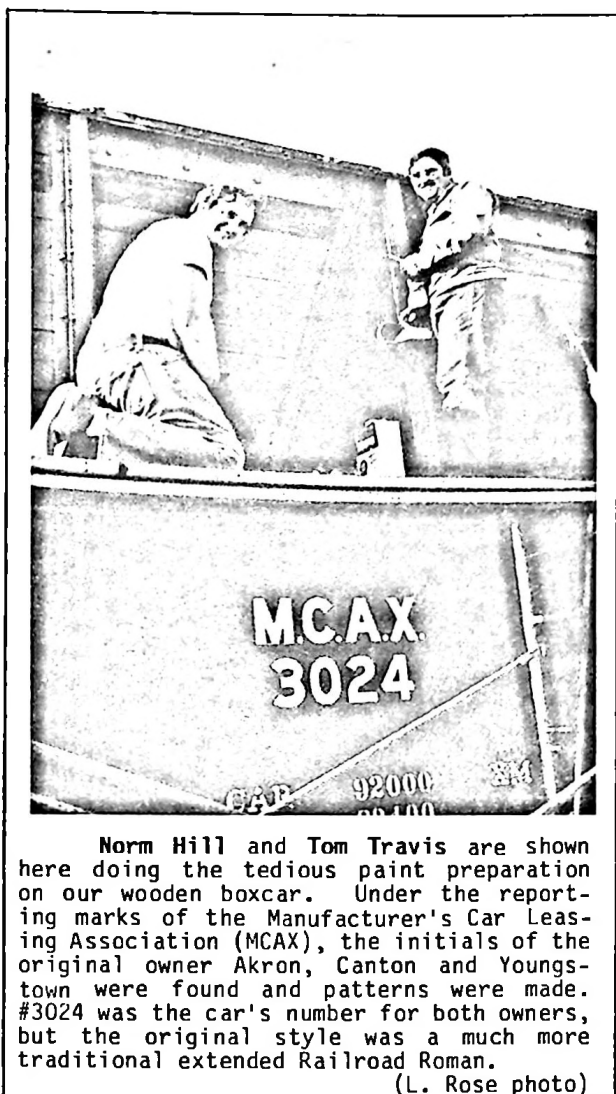
S.D. & A. new and old are shown in this photo as engine #1809 (EMD 1952) glides by engine #104 (Baldwin 1904) with an excursion train in tow and already slowing for the stop at Campo Junction adjacent to the museum. (L. Rose photo)

The mechanical department, under Superintendent John Ashman, has been backing them up as required. Carman Mike Panger and signal maintainer Dan Robirds have been doing a great job keeping the trains rolling and the road crossings safe. The enginemen have been doing the maintenance on locomotive #1809 and were featured last month in a full page color photo spread in the SAN DIEGO UNION. Engineers Gaylen Dyreng and Geoff Scheuerman were shown oiling around and brakeman Don Getz was shown "bending the iron" at the west switch in the Campo yard.

Trains leave Campo at 11:00 am, 1:00 pm, and 3:00 pm. This schedule has worked well for our sixteen mile round trip and will shortly be published in our first official timetable. The time point at the halfway mark on our railroad is a place called "Brown Dog". This is a new station, not on the original maps, named by our crew for a local rancher's mutt who loves to chase the trains and speeders at this spot. The place was almost called "Black Dog" because of a neighbor's pooch who had the same habit. Unfortunately, he kept snapping at the heels of our speeder riders and had to be discouraged by a well placed brake club, so the much friendlier "Brown Dog" was chosen to be immortalized instead.

This station evolved during many motorcar trips over the line by our track gang who have been cutting in new ties all along the route. The "gandydancers" are: Charles Alban, Mike Panger, Louise Reneau, Geoff Scheuerman, Ron Milot, Brian Valleau, Joel Cox, Scott Thompson, Geoff Shepherd, and David DiGiorgio, headed up by Roadmaster Jim Lundquist.

It takes lots of people to make the S.D. & A. go and there is lots of room for you if you would like to participate in this most ambitious museum fundraising project. Crew training school will begin again in the spring under the guidance of Dick Ruppert. Call Louise Reneau (282-9002) to volunteer now to help in the S.D. & A. agent's office. It's a great place to start to get a feel for what's going on and get ready for Dick's train handling school. Call now and treat yourself to a great adventure!



ACY 3024

Work on our 1941 outside-braced wood boxcar has been progressing nicely, thanks to our really dedicated restoration staff. Steve Morris, Tom Travis, Bill Barbour and Norm Hill have been working very hard on the old car almost every weekend. Jim Hamill, Peter Snell, Dick Diestel and Ken Fowler also helped one weekend, as did Ross Robinson, Dick McIntyre and Larry Rose. We have removed all the old crud and dirt from the trucks, wheels, air tank, brake piston, and triple valve. We have now stripped and cleaned all the car's metal bracing. As far as we know, we may be the only museum in the country to remove all the old paint off an outside-braced boxcar carefully by hand with only paint stripper and sandpaper.

During the stripping of the car side, we found where some hobo had long ago scratched his moniker, "Panama Red". I wonder where this "knight of the road" sleeps tonight....

The car's boxcar doors have received a lot of attention also. Dick McIntyre and Jim Hamill removed and repaired the door's rollers. Dick McIntyre, Jim Hamill, Ross Robinson, and Larry Rose removed the door's old plywood. Dick and Ross installed new 3/4" marine grade plywood to match the existing doors which now are "good as new".

Our restoration people would like to thank the workers who got this car inside the car shop so we could work on it day and night. Thank you, Jim Lundquist, for the shop track. Thank you, Ron Hyatt and Mike Reading, for getting the car inside, and thank you, Mike Panger, Larry Rose, Ken Helm, and Barney Barnier, for setting up our new air compressor and air tools.

SP 644

Our oldest (1917) caboose has received attention from Ross Robinson and Ted Kornweibel. Three new closet doors have been rebuilt and some damaged wall boards have been replaced. Ross cut and installed new "curved" front and end roof facia, milled on his kit built band saw. He also installed new side facia and catwalk sleepers. Roof flashing and caulking was another job completed by our favorite refugee from the Canadian winter.

SP 1351

WOW! Has this car really changed inside! Peter and Theresa Snell are turning this car into a jewel. It will no doubt someday be the "best" restored bay window caboose anywhere! Peter takes windows and small parts home to Los Angeles (that's right, Los Angeles!) and magically turns the parts and pieces into something almost new in the shop of the graphic arts company that he owns.

Peter works many weekends and evenings on "his" caboose project. Four windows have had their frames stripped. New glass and rubber gaskets have been installed. A cup dispenser, toilet paper holder, form holder, trust plate and hotbox extinguisher cabinet have been restored. The rear window seat has been stripped, sanded, and rebuilt. The car's water cooler has been nickel plated to "like new" condition.

Peter has also lined up two super work parties on this car, temporarily stored on our La Mesa siding. Norm Hill, Tom Travis, and Bill Barbour took time off from their Campo boxcar project to work on the car. Peter also brought down John Buffalo, Charles Belaire, and Tom Arzonian to help work on this classic example of the trainman's office and home on the rails. Thank you, all!

AT LAST! THE DEPOT GETS ITS BENCHES!

The museum benefitted enormously several years ago when PSRMA hauled away "tons" of paper debris from a trash dumpster at the old S.D. & A.E. freight house in San Diego. A hundred years of San Diego County rail history was recovered that day, and the haul included the original plans and contents inventory of our own La Mesa Depot which was soon restored to total authenticity. The only detail that was not completed was the four solid oak waiting room benches. Larry Rose researched them and drew up plans using the old plans as a guide but we just didn't have the cash to get the oak.

During the last few years, the depot staffers under the guidance of Margaret Barksdale, Roy Pickering, Patti Bice, Adalaida ("Trig") Stanley, and Harry Doering held bake sales, raffles and Oktoberfest events to fund these benches and they are now in place in the depot waiting room. They were built by master cabinet maker Frank Cooke, who donated his labor and shop to turn out these beautifully done replicas. Harry Doering did the finish work, staining them to match the ticket counter top, and placed them in the depot. These benches are in perfect scale for the waiting room and are superbly crafted by the same genius who built the ticket counter. The plans for that were also a result of the best trash dumpster we have ever been in.

Many thanks are due the depot fund raisers and Frank for following through on a long term project in such a grand manner. All members are urged to stop by La Mesa and inspect our award winning restoration project which is now finally complete.

MECHANICAL DEPARTMENT NEWS

Shay No. 3

This old sidewinder is now back together and was given a hydro test. A slight leak through the throttle was the only problem to turn up when the boiler was filled with water and pressurized. The throttle valve will be lapped and reset for another "squeeze" soon. The cosmetic work going on involves the cab interior which is being sanded down and repainted. Workers on this project have been: Mike Seed, Vince Tobin, John Ashman, Ken Helm, Randy Gibson, Bill Cupps, and Brian Valleau.

CBL Co. #11

This chunky 2-8-2T now has two rows of new rivets along the bottom edge of the firebox on the fireman's side. They were replaced because the rear driver had worn the heads down after years of operating around the tight curves of the Coos Bay Lumber Company in Oregon. These rivets were set while red hot by professional boilermen sent down by Chad O'Connor of O'CONNOR ENGINEERING of Costa Mesa. Chad is a renowned steam buff who built the two Promontory replica 4-4-0's for the Utah "Golden Spike" site a few years ago and we thank him very much for the assistance. Helping out with this midweek project were Ken Helm and John Ashman, who took off from their regular jobs to assist with the heavy pneumatic tools and our largest air compressor. The special rivet setting tools used are the kinds of things our tool fund was intended to provide one of these days and now we know better what to get and how to use them.

Some sheet metal work was also done on #11 since the last REPORT. Jim Hamill and Ross Robinson rebuilt the steel cab window shades which had been bent when the locomotive was lifted from a flatcar in San Diego more than sixteen years ago! We usually don't take that long to fix things but there is one project that has been waiting much longer and that is the....

SMV Ry Railbus

This Ford powered 1931 Fairmont prodecet was the very first piece of equipment collected by the museum, having been donated in May, 1965 by the Valley Pipe and Salvage Company of Santa Maria, California. Although paint and a new roof went on right away, no effort was made to track down the missing parts needed to make the bus operational. We are happy to report that Dale Prescott, Jim Enos, and Dick McIntyre have manufactured the long missing drive shaft and turning jack. Dick built a new rotating foot plate for the bottle jack that is mounted upside down in the center of the car. Dick also made a handle for the crank that sticks out of the right side and is used to lift the car from the rails for turning.

Dale and Jim wish to thank Stuart Terry of TERRY AUTOMOTIVE and Jay Mathy of MATHY MACHINE for assistance in building the new drive shaft from scratch. The next hurdle is the radiator and shell. These items will also have to be built from scratch, but at least we have the drawings of the original shell to go by. Dale, Jim, and Dick have funded this work by themselves so far, but a few bucks from out there in membership land would go a long way toward the full restoration of this one-of-a-kind railroad oddity.

CW Ry #46

This 120 ton 2-6-6-2 is finally on the move! Southern Pacific has cleared the way for rolling the engine on its own wheels to Santa Rosa where it will be loaded on a pair of heavy duty flatcars for the trip to San Diego. We still have to raise \$4,600.00 to pay for this move. This is a very small price to pay for moving a prize like this to the museum. Now is the time, as the TV evangelists say, to "give 'till it hurts". Three dollars from each member would do it. So would a hundred bucks from fifty members. Let's all get behind this one, folks. This project is worthy of our best effort!

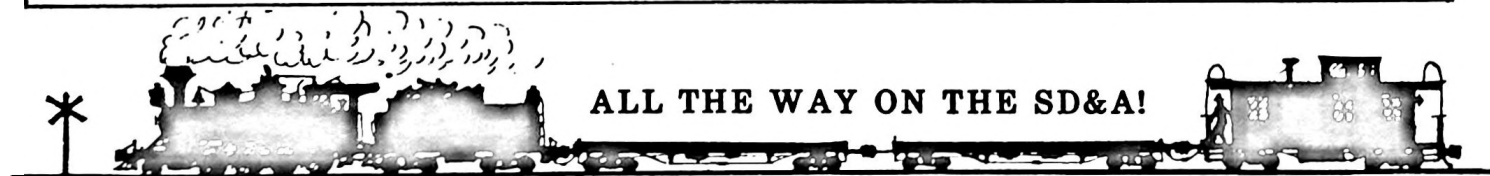
THE FIREMAN'S AMBITION by W. D. Wattles

Some wish they were conductors,
While others want to be
Division superintendents,
But none o' these for me;
There's just one job I covet--
One hope that I hold dear,
An' that's to be a fireman's boss--
A lordly engineer.

Jus' to hold the throttle,
Sittin' at my ease;
Won't I roast my fireman--
Cuss him all I please!
"Blast you, get a move on;
Make that shovel fly!
Can't you read the steam-gauge?
Goin' to let her die?"

Now, when I sweat and shovel,
An' nearly break my back
To keep some leaky mogul
Poundin' down the track,
Up there he sits a-grinnin'
And don't he jibe and jeer--
"Go back to plowin' corn, you Rube,"
So says the engineer.

Yes, I'll sit an' hold the throttle
A-lookin' down the rails,
An' grinnin' at my fireman while
He works an' sweats an' wails;
Oh, won't I take my vengeance!
An' won't I snort an' sneer--
Oh, won't I make my fireman sweat
When I'm the engineer!



MEMBERSHIP DRIVE UNDERWAY

PSRMA's membership is now approximately 1500, almost triple that of seven years ago. With the advent of train operations in Campo and continued success in La Mesa, further growth is inevitable. However, Museum staff and the Board of Trustees agree that **NOW** is the time for an intensified effort to enroll new members inasmuch as other exciting Museum developments---the Balboa Park Headquarters Museum facility, the library, the hiring of a paid museumologist, completion of the Campo facility---will require significant growth in membership to bring these projects to fruition.

If each member can sign up just one person, PSRMA can double its support base. This then is the goal of this membership drive, 2500 members by the end of the year! We have succeeded in everything we have attempted to date and this drive should be no exception.

As an incentive, PSRMA would like to reward those members most active in the sign-up campaign. Diesel cab rides on the Campo excursion will be available to all those or their designated guests who sign up 5 or more members. Steam cab rides may also be available for those who sign up 10 or more members. The top recruiters will receive a round trip ride to anywhere PSA flies within the U.S. which includes nearly every major city in the west. So get out and beat the bushes for closet train enthusiasts and history buffs and help **your** museum broaden its base. The membership **IS** the strength of the organization!

Enclosed in this issue of the REPORT are membership application forms. These may be photocopied as necessary. Please see that new enrollees clearly print your name in the lower right hand "sponsor corner" of the applications so that proper totals can be kept. Each category of membership counts as one membership, including family or life memberships. Sign that neighbor or friend up now. (Hint--one of the best places to recruit is at the Museum while showing visitors around!)

The following folks are the newest additions to our roster.

Welcome aboard, everyone!

LIFE MEMBERS

#59. Stanley W. Bartlett
#60. Edward D. Breck

CONTRIBUTING

Darrel & Tony Bivans
Ken Helm

SUSTAINING

Dr. Roger Tubbesing

SUPPORTING

Judge & Mrs. Leland C. Nielsen
Dick Getz

Dr. George & Sharon Ritter
Sandra, Dan & Ky Plaskon

INDIVIDUAL & SENIOR/STUDENT

Everett N. Eastman
Fae Veronin
William C. Mergard

Jim Gallivan
James A. Wright
Douglas S. Richter

Thomas R. Lunde
Bruce Andres
Richard F. Stratton

Bruce E. Porteous
George K. Isaacs

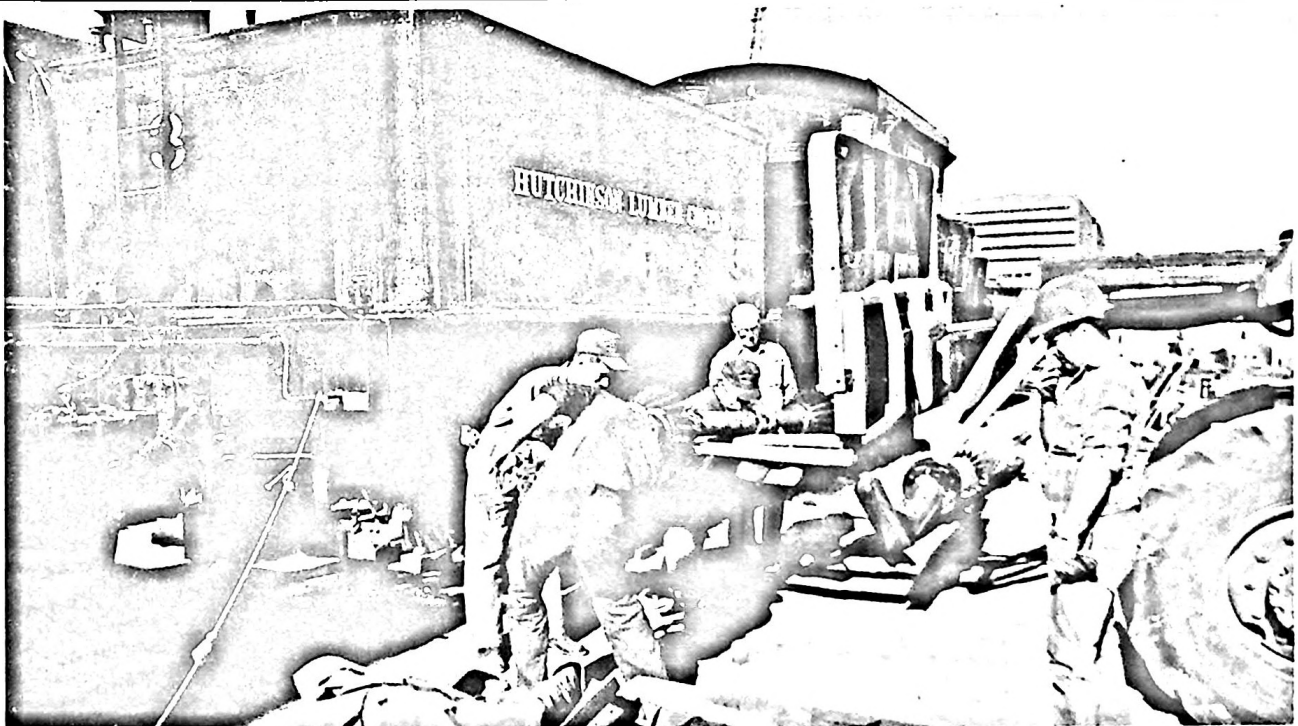
Mrs. Esther Rice
Jesse Miller

FAMILY

William R., Phyllis D. Cupps & John Porter
Wayne Kenaston, Jr. & Lee B. Kenaston
Mr. & Mrs. Robert B. Wall

Philip N. & Nancy Heil
Robert & Beverly Knaus
Joyce, Frank, Lorraine & George Zelenz

Jay R., Esther P. & Jason Hill
Floyd, Sookie, Jeff & Brian Lake



The drive shaft is made ready for installation under the tender of the Shay. Doing the final polish on the bearing surfaces are, from the left, Mike Seed, Brian Valleau, Ken Helm, and Bill Cupps. Forklift operator Dave Mathews looks on, waiting for the next move. (L. Rose photo)

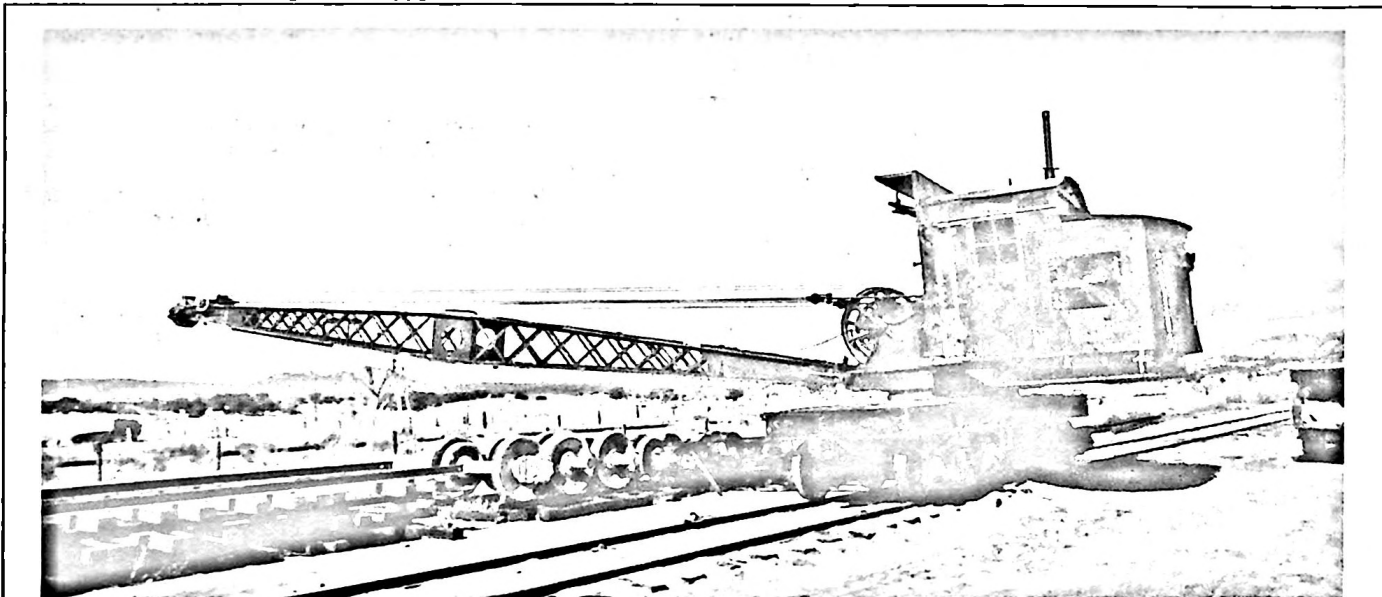
ANTIQUE CRANE DONATED!

An elderly railroad crane appeared at PSRM Campo last month so quietly that few of the museum regulars noticed it until Vern Cook and Dave Mathews fired it up and moved it under its own power, creaking and rattling, through the museum yard. In fact, until this initial operation at the museum, no museum member had even touched it, as the acquisition and move of the antique contraption was the most "hands off" donation that PSRMA has been involved in.

The crane is a fully operational 20 ton capacity self-propelled machine built in 1920 by the Brown Hoist and Derrick Company. It was donated by JOSEPH LEVIN & SONS, dealers in scrap iron and metals with plants in Huntington Park and San Francisco. When first offered to PSRMA, it was almost indistinguishable from the scrap yard environment it had worked in all its life and the museum staff voted to turn down the donation. Surprisingly, the donor then offered to paint the machine inside and out, deliver it to Campo and assemble it in full working order with no involvement or expense to the museum. This idea, and some historical data dug up by Terry Durkin, caused us to reconsider. The short boom would come in handy around the yard and the rivet construction and arch bar trucks made the antique machine "funky" to Terry who was now in love with it and also did the appraisal and on site inspection. Well....o.k., bring it down!

Terry found out that only five of the type were still in existence out of the hundreds built and that this particular unit was the only one that hadn't been converted to full electric power. Originally a steam powered rig, this one had been converted to diesel sometime in the forties. A brass plate was discovered riveted to the frame that not only verified the builder's data and date but also stated the cost of the crane to its first owner: \$13,724.90!

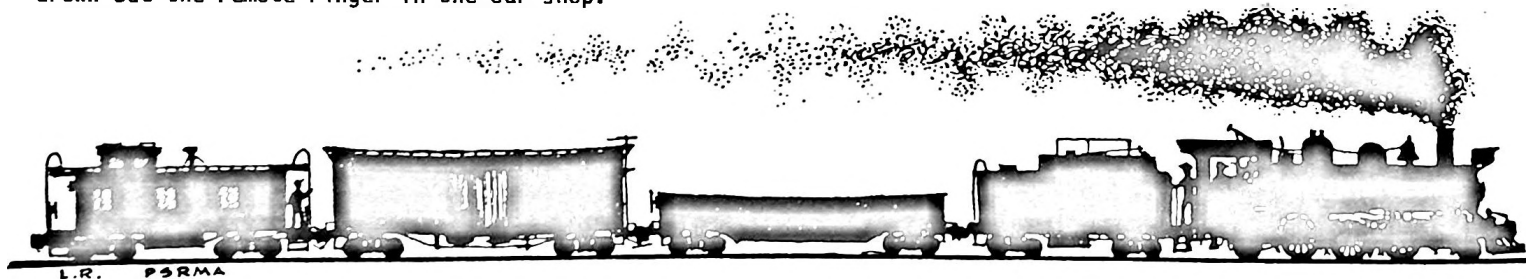
Roger Garrett made the first inquiry and Ron Levin, owner of the scrap company, worked closely with Terry to get the relic to the museum. After Vern and Dave put the crane through its paces with whirling flywheels and strange creaks and groans, most in attendance had to agree with Terry that the old rattletrap did indeed have a certain rustic charm (i.e. "funky"). Thanks all, for this "hands off" addition to the museum roster. We really are happy to have it.



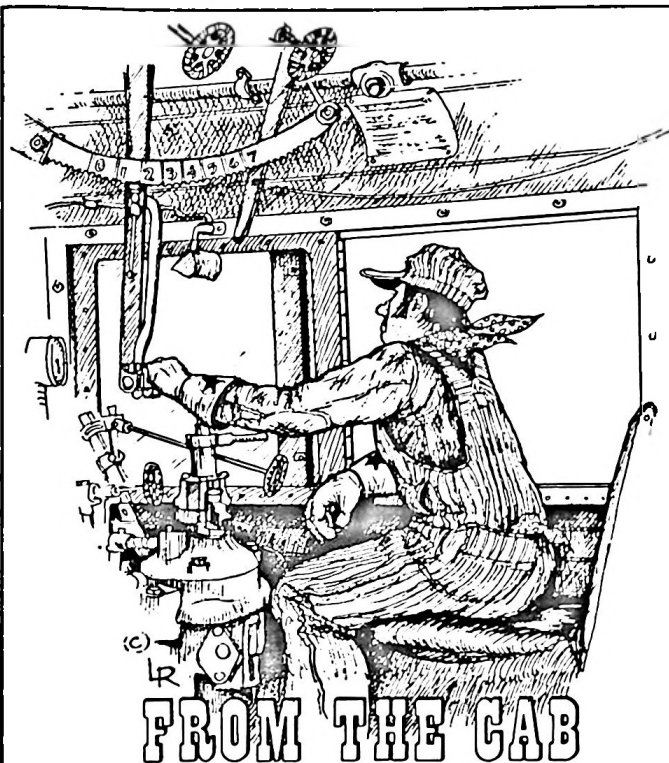
The museum's latest acquisition is shown here in the middle of a 360 degree rotation during its first "shakedown" run on the museum grounds at Campo. Fears that the old crane would shake apart vanished when all functions were performed to the amazement of spectators. (L. Rose photo)

HOW TO FIND OUT WHATS GOING ON BETWEEN REPORTS

The hotline is updated regularly by Jim Lundquist with the latest gossip, rumor squashing or confirmation, etc. So, if you feel out of touch, call (619) 589-1208. If you would like to ask a question, call the museum's regular phone (619) 697-7762 (MY PSRMA) anytime and leave a message. On weekends you can talk to a live person at the museum in Campo (619) 478-9937 or the La Mesa Depot at (619) 465-8444. If you call Campo let it ring a while because sometimes, between trains on the S.D. & A., there is nobody in the lounge and the air tools drown out the remote ringer in the car shop.



GET IN THE P.S.R.M.A. HABIT !



by James J. Lundquist, Executive Director

"Cooperative marketing of selected excursions offer a means of generating income for the Museum with minimal financial risk. With this proposal, we are not suggesting that the Museum discontinue operation of their own highly successful excursion program, but rather that they supplement Museum operated trips with other non-competitive excursions, thereby increasing potential revenue and offering Museum members and other interested persons a wider selection of excursion destinations."

With this as an opening statement, Mr. Rolland Graham of Mountain Outin' Tours, Inc. proposed a fund raising scheme for the Museum. We knew Rolland as the ex-excursion director of Pacific Railroad Society, who developed a highly successful rail travel program. Many of us have been on his trips over the years and found them to be of high quality.

Armed with this information, and with the hearty go-ahead from our excursion committee, staff made the recommendation that we enter into an agreement with Mountain Outin' for the benefit of all concerned. The Museum gains the ability to raise much needed funds for each booking and the members gain the opportunity to travel with other railfans for train trips to areas we normally don't go to.

We would like to recommend that if you find a trip organized by Mountain Outin' to your liking, please give it your full consideration. We are sure that you will enjoy yourself.

One last item--please continue to post the trip fliers at work, stores, etc. and invite your friends to travel with us. We all know the great job our own gals,

Ann Mc Veagh, Barbarann Parker, Shirley Simpson, Jeanne Heinig, Corrine Gallagher, and their hardworking associates do for us. Please do your part to help them promote this wider range of rail travel options now sponsored by the Museum.

Honor Roll

TOM & LARRY HIESHETTER returned again to donate the use of their skip loader and dump truck. These two ballasted the rest of the track at the museum, filled in numerous puddles and low spots and built a ramp to door #4 in the car shop, all with quality decomposed granite hauled from our pit on the S.D. & A.

MIKE RENEAU donated the new public address system now in use at PSRM Campo to announce train arrivals and departures.

LOUISE RENEAU donated a microwave oven for our kitchen and two file cabinets for the S.D. & A. agent's office.

EARL GRONNEL donated a pair of brake hoses that were much appreciated by the S.D. & A. carmen.

JUDY QUIRK donated many items from her late father's cabinet shop. Latches, hinges, drawer pulls, fasteners and hand tools of all kinds filled a pickup truck to the point of overloading. **Larry Rose** delivered the material and donated several stackable bins which this useful stuff is now stored in at PSRM Campo in the wood shop.

BOB MARTIN of Oak Harbor, Washington, donated a boiler manual that Dick Ruppert will incorporate in our next night school steam locomotive training program.

DR. RICHARD CARSON donated a set of storage shelves that were quickly put to use in the S.D. & A. agent's office.

GEOFF SHEPHERD donated a C.R.I. & P. rulebook and airbrake manual also useful in our training program.

JACK WHITE donated many old maps and drawings from the San Diego Electric Railway that had been stored for years above the "Gladys Trains" model shop in San Diego. Some rare stuff turned up in this cache, including some beautiful 1920 era drawings of little known S.D.E. Railway maintenance of way equipment.

CHROME CRANKSHAFT, the used locomotive dealer in Bell Gardens, California, donated an EMD fuel pump for our MRS-1 #1809, and a lube oil strainer for our Alco RS-2 #103.

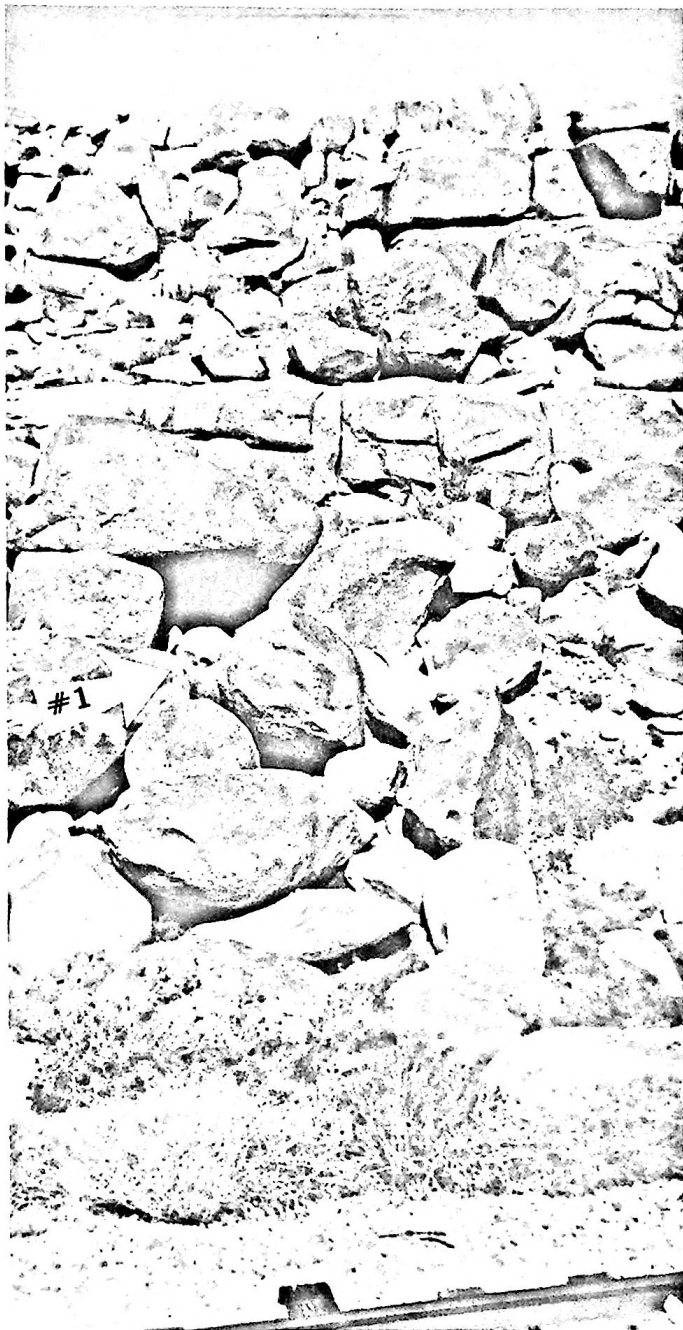
RENE SCHEUERMAN donated a commercial model Singer sewing machine for our car seat reupholstering work.

MRS. GLENN BROWN donated several old railroad lanterns, oil cans, S.P. cap badges, and paper memorabilia from her late husband's railroad days.

CLAUDE HOLLENBECK of Winston, Oregon, donated his old firing pin he used during his career as a fireman on the S.D. & A.E. in the good ol' days which included firing our own 2-8-0 #104.

JIM LUNDQUIST & LARRY ROSE totaled up their receipts on behalf of the museum for 1985 and between them gave nearly \$11,000.00 cash support to various projects. In addition, Jim loaned the museum \$4,000.00 for ties for the S.D. & A. rebirth. When the other department heads and senior staff total their contributions this tax season, it will push this total to the neighborhood of \$30,000.00. Not a bad total for a group of less than a dozen!

SPECIAL FUNDS---Peter Duncan and Darrel Bivens each donated big cash to the John Gieffels Memorial Fund for engine #1809. Paul Bortell kicked in some big bucks to the Facilities Fund, as did Barney Barnier. Harry Roesener donated to the engine #46 move fund and Ken Faller supported the Shop Tool Fund with a nice contribution. The Buy-A-Tie Fund received contributions from Joel Cox, Darrel and Tony Bivans, and Edward DeMers. We will wait until next month to put them on the tie chart and, hopefully, lots of members will join them to help put tracks under our trains at PSRM Campo.



HOW DOS CABEZAS GOT ITS NAME

These two photos show a view of an unusual jumble of rocks along the S.D. & A. first noticed by Mexican track workers about 1918. At the mouth of the cave is what is now called the "Monkey Face" (arrow #1) and is the first "head" of Dos Cabezas. The second "head", to the right of the cave and lower down, can best be seen from down the track a short distance when the shadows are right (arrow #2).

Gaylen Dyreng, veteran engineer on the S.D. & A.E., has passed this place thousands of times and pointed this spot out to the museum speeder riders last month, many of whom had heard the story but didn't know the location. The "Dos Cabezas" are about eight feet across and are near milepost #112 on the old S.D. & A. about two miles from the water tank and siding that bears the name.

These massive boulders, many more than 30 feet thick, are typical of the terrain that the S.D. & A. had to blast through on its way to earning the title of the "Impossible Railroad". With so many piles of tumbled rocks along seventy miles of mountain railroad, this spot is very difficult to find. Thanks to Gaylen for sharing this interesting bit of S.D. & A. legend and lore with us.

(L. Rose photo)