

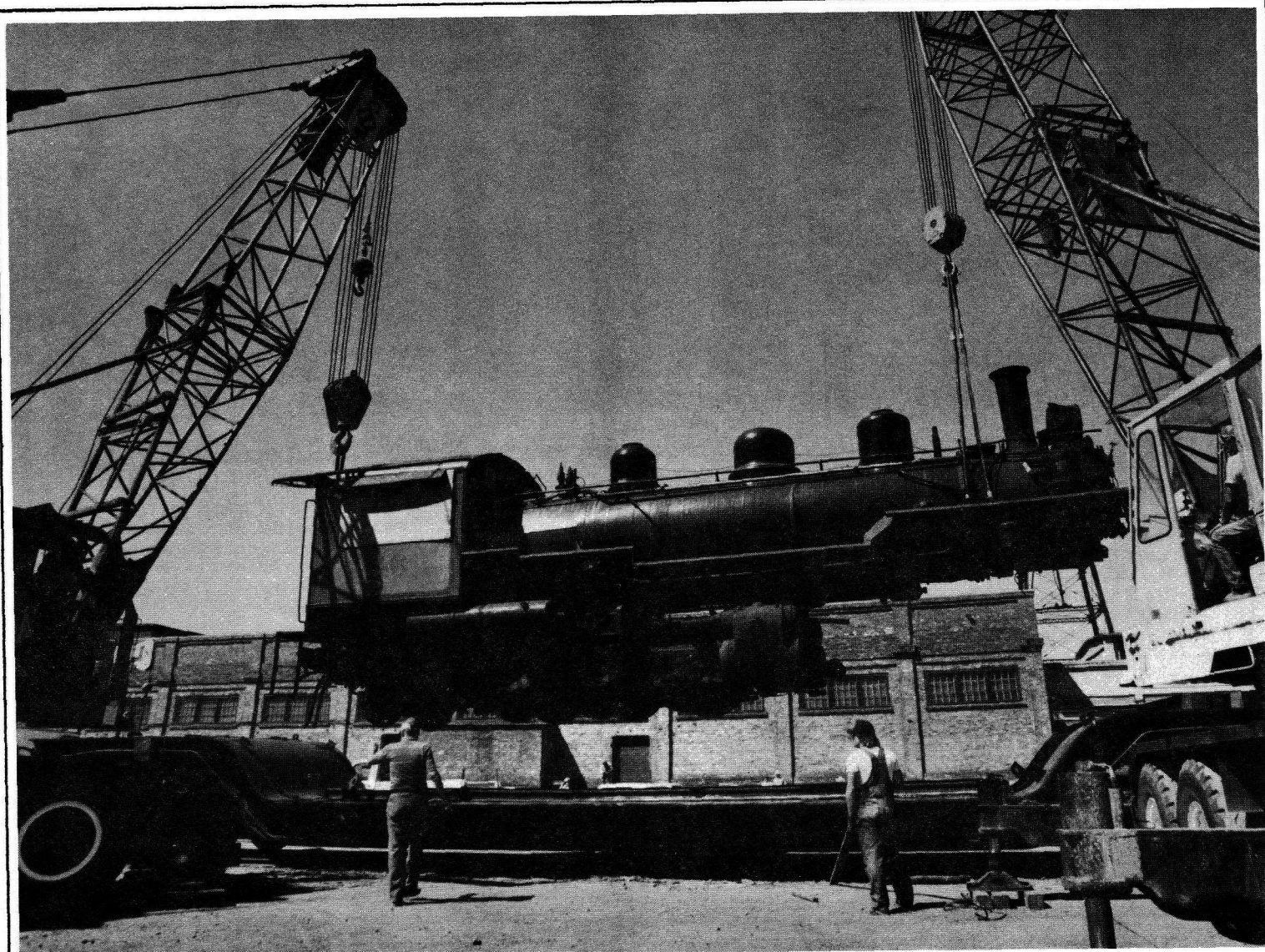


May-June '86

REPORT

No. 204

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



MOVING A LOCOMOTIVE THE HARD WAY #46 ARRIVES IN SAN DIEGO

In the old days, steam locomotives moved on their own wheels when delivered new from the factory or when sold by one railroad to another. Moving them any other way was extremely difficult for the smaller engines and impossible for the larger ones. If your loco is small enough the only other methods are by flatcar or heavy highway tractor trailer. PSRMA has done it all three ways. The story of our latest adventure is featured in this issue of the museum news sheet.

2-6-6-2 No. 46 In San Diego ! Thanks SP!!

The west's most famous articulated engine is now in San Ysidro and only 50 rail miles from PSRM. The 1937 Baldwin product moved more than 600 miles on a flatcar after rolling more than 100 miles on its own wheels from Fort Bragg to Santa Rosa in mid-May. The loco now sits only 100 yards or so from the border waiting for a trip on the 44 mile long, Mexican government owned, Tijuana & Tecate Railway, then six more miles to its new home in Campo.

Getting the engine this far has been the most complicated project ever undertaken by the museum involving a single piece of equipment. As you might imagine, lots of long distance travel and phone calls were involved along with the usual blizzard of paperwork to set everything up. Board of Trustee member **Dr. Dan Marnell** and Executive Director **Jim Lundquist** took on the load of getting the many players in this adventure lined up in proper order to execute the game plan. Dr. Marnell travelled to the northern end of the state many times to meet with officials of the **Southern Pacific Transportation Co.** and the **California Western** to get the front end of the move organized.

The key to success was the donation of the use of two heavy duty flat cars and of all transportation by the **S.P.T. Co.** The engine was moved from Fort Bragg to Willits as a donation by **California Western**. It was picked up there by **Southern Pacific** and rolled without incident to Santa Rosa. This was the nearest practical place to get heavy cranes in position to load the locomotive and its tender on the loaner flatcars. It was here that the move started to get interesting, and expensive!

The depressed center flatcar provided by S.P.T. Co. was too short to get all of #46 aboard in one piece so the low pressure front engine had to be disconnected and loaded separately.

Museum Master Mechanic **Ken Helm** was on the scene as were board members **Dan Marnell** and **John Baldwin**. Ken did the wrench and grunt work and secured wood blocking from a local lumber yard to prop up the front end of #46 should it want to fall over on its face when the front engine set was pulled out. This did not happen as there is almost no boiler weight on the front set of drivers. Why?

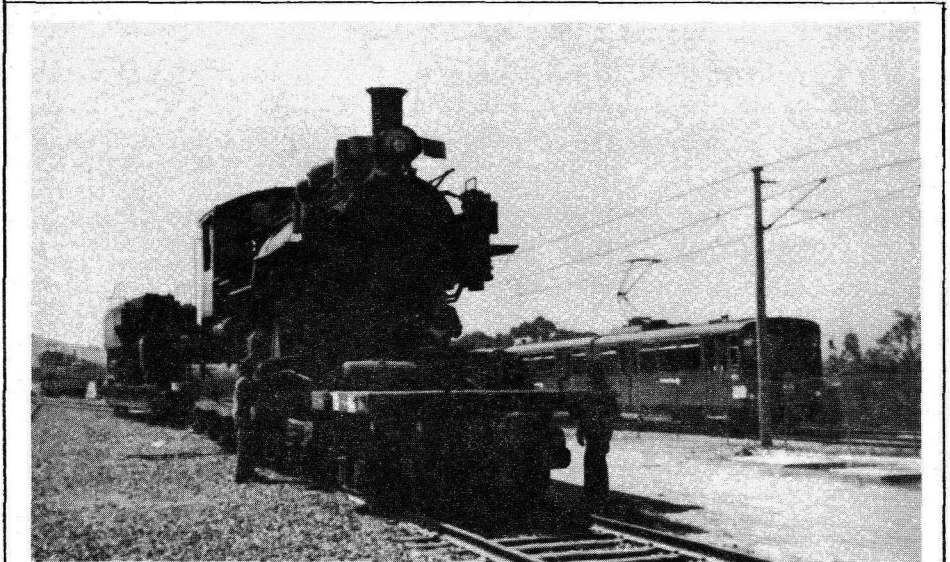
No. 46 used to be a tank engine with water tanks saddled over the boiler. The California Western removed them in the late 60's, supposedly to make the locomotive more traditional looking for the tourist trade. This act reduced the tractive effort of the loco so that the front drivers were pulling with only their own weight which we found, by loading them separately, to be forty tons.

The flat with the tender and front driver set was loaded first and the process of lashing them down to S.P. specifications begun. The business end of #46 was loaded the next day and the special welding and cable anchoring took another entire day to complete. At one point, several dozen additional cable clamps had to be acquired in a hurry. The delay caused Dan to squirm uncomfortably as the loading bill for the crane and rigging company inched higher.

Meanwhile, **Jim Lundquist** had been in touch with **Santa Fe**, who had agreed to transport the two flats from Los Angeles to San Diego free of charge! He also got the local **San Diego & Imperial Valley Railroad** in on it to roll the two flats over the 16 mile San Diego Trolley route to San Ysidro. When the two flats started to move, the entire route was lined up and a crane company was standing by with two 90 ton hydro booms to do the unloading.

A group of museum regulars were turned out to help with the unloading and reassembly in San Ysidro. This happened on a weekday, and a lot of folks called in sick or otherwise scrambled on short notice to get a day off from their regular jobs. **John Ashman, Ken Helm, Brian Valleau, Stewart King, Joel Cox, Jim Hamill, Scott Thompson, Barney Barnier, Larry Rose** and **Jim Lundquist** were all involved in getting #46 put back together. Many other members and a large group of local TV and newspaper people came by to check out the action which started at 8:00 am and was over by 3:00 pm. The press coverage was terrific with the museum getting a lot of prime time evening TV play on what was otherwise a "slow" news day.

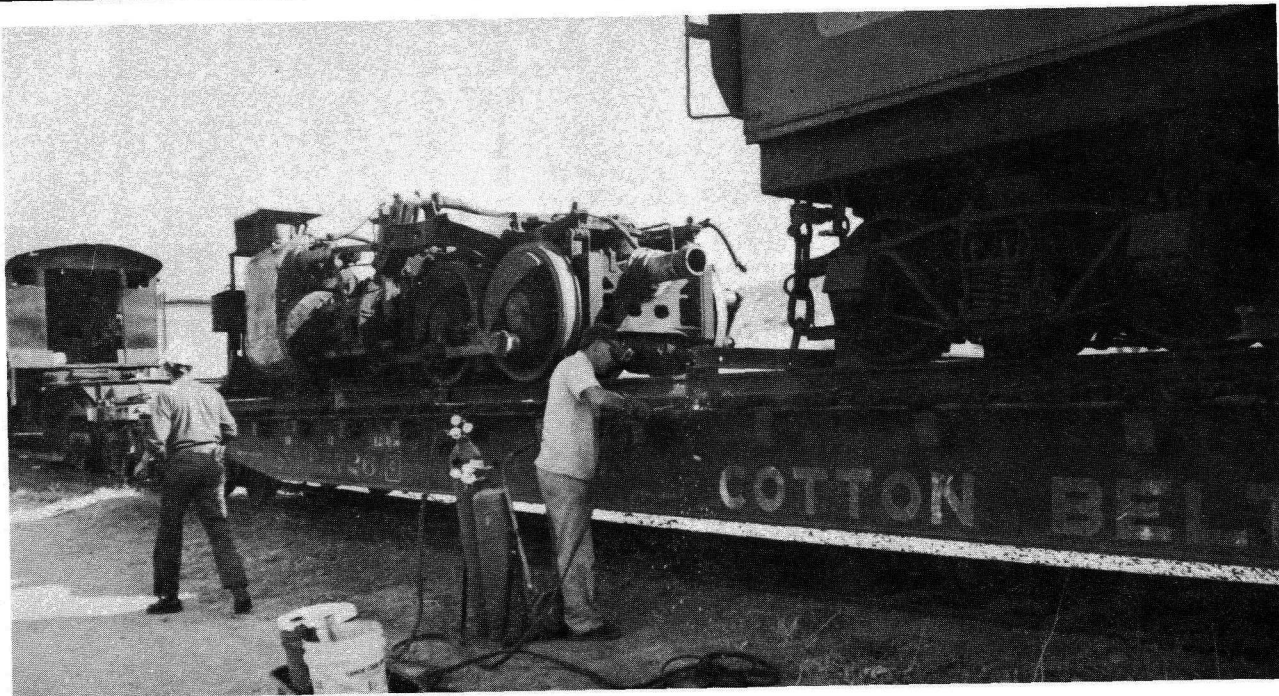
The only hang up during the reassembly was lining up the large steel pin that joins the front driver set to the rear engine frame. It took several tries by our guys to bang it through, but even this problem added only a half hour or so to an unloading schedule that went very smoothly. **Jim Hamill** put in an extra day cutting off the rail and hold down plates, etc. so that the two flatcars could be returned as clean as when we got them. Jim made sure all the cable clamps were picked up and saved for the museum rigging collection. This gear will be needed again soon when our 4-6-0 #2353 is hauled to the museum.



PSRMA foot troops finish untying #46 at San Ysidro as a San Diego Trolley picks up speed just beyond. The LRV has just left the border station, the end of the line for the 16 mile system. (L. Rose photo)

COVER PHOTO

#46 dangles above a heavy duty depressed center flatcar at Santa Rosa, California May 16th. Photo courtesy of the **Santa Rosa Press Democrat**.

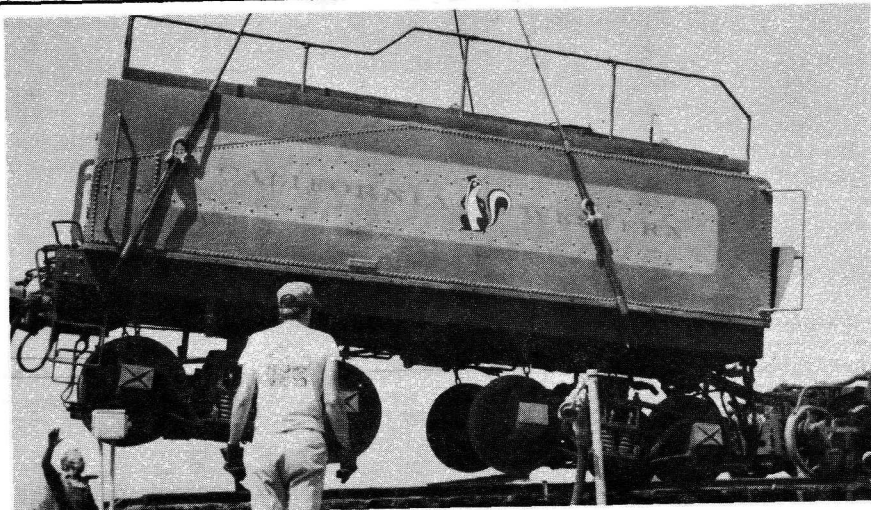


Jim Hamill is shown here cutting off the many steel chocks and hold down devices on the flat holding the tender and front wheel set of our newly arrived articulated locomotive. **Joel Cox** is at left. Both of these guys also worked at Fort Bragg last November to get the engine ready to move. (L. Rose photo)

This engine travelled to the north woods on its own wheels all the way from Pennsylvania back in 1937. Having to move this awkward machine with disassembly and expensive cranes at both ends was tough, but still easier than the only other nasty alternative, rubber tired transport. There are only a few truck trailers in the west big enough to handle this kind of a job. The cost would be mind boggling! We get to try this method soon when we move #2353 up the hill from the fairgrounds at Imperial, a distance, fortunately, of only 50 miles.

The #46 would not be in town now if it were not for the help of **Southern Pacific**. Their donation of transportation and the use of the flats saved the museum many thousands. The **Santa Fe** donation was icing on the cake. The generosity of the members listed in the #46/#2353 fund report in this issue paid for the heavy lifting at each end of this move so, as this is written, **the #46 is in town debt free!** By contrast, it took us two years to pay for the truck/rail move of our SD&A 2-8-0 #104 back in '83.

The support of the membership was vital in the success of this adventure and took a lot of pressure off the volunteers who were involved in the actual arrangements. Thank you, members, for the vote of confidence. And now, while we're still pumped up, **let's go get #2353!**



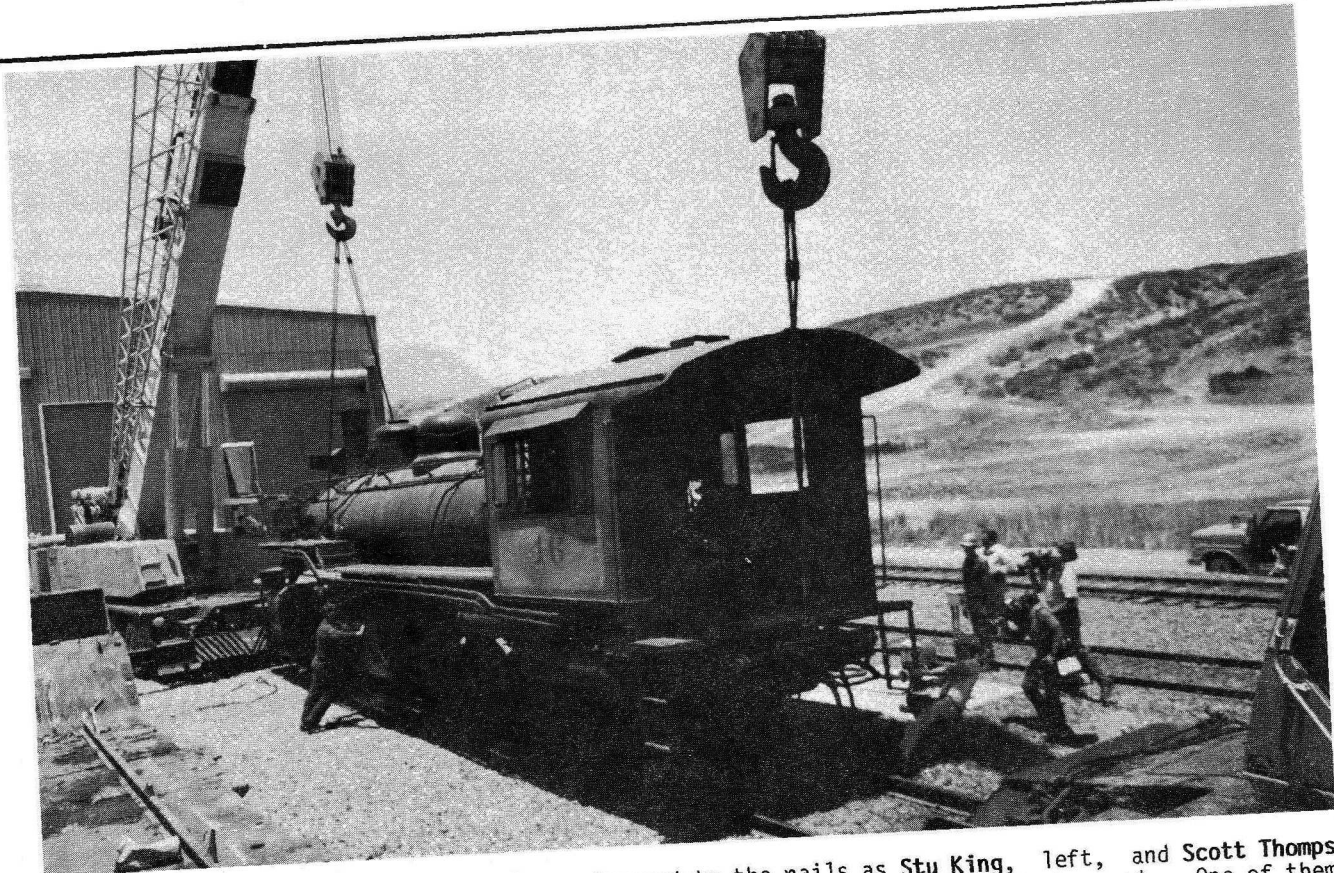
The tender, with its famous **California Western "Skunk"** emblem, is unloaded first. The museum Executive Director keeps an eye on the center pins of the trucks that are being held up only by the safety chains to make sure everything lines up correctly as the load settles onto the rails. Before the full 25 ton weight of the tender was released, all bearing brasses and wedges were checked and reset. The rivet line at the top rear of the tender indicates that it once was a "slope back" type that has been enlarged to hold more water. The #46, as built, had no tender. The parentage of this one would make a good research project.

(Bob Barnier photo)

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)



A hundred tons of locomotive is gently lowered to the rails as **Stu King**, left, and **Scott Thompson**, right, swing it into position. TV cameramen scramble for a better shot in the background. One of them is member **Lee Lewis** of KGT Channel 10. Just beyond is the SD&IV San Ysidro engine house. (L. Rose photo)



Here is #46 back together on the San Ysidro team track. The border is just beyond the hill at left. The museum is still fifty rail miles from here. (L. Rose photo)

ANNUAL REPORT AVAILABLE

Superintendent of Administrative Services **Harry Doering** has published the annual report for last year showing where every museum dollar came from and where it went. All members who would like one need only drop Harry a note and he will send one out. They are free to members.

We used to send out the annual report each year with a newsletter mailing, but then decided to find out what the demand really was to hold down the printing costs. This method has saved the museum many hundreds of dollars, as only enough are printed to distribute to the board, department heads and others who are interested in the clinical aspects of how we do so much with so little.

Special thanks to **Harry** and our accountant **Joan Bush** for another super year of financial tightrope walking. These folks are constantly squeezing blood out of a turnip and plugging the holes in the dike for PSRMA. Paying the bills and keeping the books is an everyday chore that rarely gets any notoriety. Next time you see Harry at the museum go out of your way to tell him what a great job he's doing. Once he figures out that you're talking to him, be prepared to catch him when he faints!

MEMBERS PUSH HARD FOR 46 & 2353

We have not seen this kind of membership support for a museum project since the land purchase drive in 1981. Back then, the members dug down for better than \$8,000.00 in just six weeks. The fund appeal for the two big steam locomotives just raised more in less than half the time! The fund was started off several months ago on a solid note by **Jim Lundquist**, **Norm Hill**, and **Bill Niedrich** who each each kicked in a thousand. Matching that effort for this big push were **Larry** and **Tanya Rose**, **Terry E. Durkin**, and **John M. Cranston**!

It was suggested that \$20.00 from each member would be adequate to reach the goal stated in the special appeal mailer. Almost everyone on this honor roll put up more than that, some even double, triple, and quadruple their fair share! INCREDIBLE! Thank you, people, for making the PSRMA experience the most rewarding activity the editor of this sheet, for one, could ever hope to be involved in.

Wallace A. Schonschack (3!)	Dr. Michael J. Feinstein	Judge Robert W. Armstrong	Arnie Lucken
U. E. "Bud" Cox	Marie A. Proulx	Mary C. Sanders	Mr. & Mrs. John E. Helm
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J. David Coleman	William B. Davis	Robert L. Kern	William P. Schneider
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Bill Lalonde	Harry A. Hurry	Al "Barney" Barnier	Richard W. Ruppert
Norman Keith	Ronald Sinnen	Robert R. Malary, Jr.	Paul Ruppert
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Joseph J. McKane	Bill Kingston	Hal Crispell	Eugene F. Dramm
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Dan & Debbie Marnell	Terry E. Durkin	Adalaida "Trig" Stanley	Harry E. Doering
W. Vernon Cook	Mr. & Mrs. Hal Howard	John T. Tilton	Bill Gunther

This is the largest list of donors ever published in the newsletter. More than \$10,000.00 has been contributed by these folks since the last REPORT! One of the most amazing things about this group is how widespread the support is. Twelve of the donors are from out of state. Represented are **Arizona** (2), **Oregon**, **Maryland** (2), **South Carolina**, **Colorado**, **Tennessee**, **Illinois**, **Pennsylvania** (2), and **Oklahoma**! Donors from out of the country are **Tom Bell**, a C.N. locomotive engineer from **Saskatchewan**, and **Ken** and **Marjorie Williamson**, all the way from **Scotland**!

Closer to home, **Jack** and **Nadine Boldrick** of El Cajon sent an interesting note with their donation saying that "We can't seem to move mountains but maybe we can help move the trains." Well, Jack and Nadine, thanks to good people like you and judging from the looks of this list, we might do well with a mountain moving project, too, but it sure would look funny in front of the depot! Thanks again, people, for a splendid effort! Let's do this again in August---we'll use the excess to get **both** engines running!

SP COACH 2693, 2353 TENDER MOVED

The longest, but not the heaviest, portion of the railroad exhibit donated by the operators of the Imperial County Fairgrounds has been moved to Campo. Ex-Southern Pacific Coach #2693, a conveyance of classic Harriman lines, and the tender of S.P. 4-6-0 #2353 were trucked to the museum a few weeks before the #46 arrived in San Diego. The business end of this super acquisition will be hauled to the museum in August if all arrangements go as planned and the cash is available to hire the only highway trailer in Southern California large enough to handle the load. The #2353 weighs 120 tons, about the same as the #46, but must roll to the museum by rubber tired transport, which makes this move more complicated than the Fort Bragg retrieval.

In order to maneuver #2353 onto the special trailer, the coach and tender had to be hauled out first. Paul Goldstein provided the truck as he has many times for various museum moving projects and Jim Lundquist again lined up all the players in this game. Harry Doering, Gaylen Dyreng, Barney Barnier, Dale Prescott, Rene Scheuerman and Geoff Scheuerman, did all the grunt work at both ends of this exercise. Our own rubber tired crane did the unloading at Campo with Harry's father in law Glenn Mueller operating while our regular crane expert, Vern Cook was off at Steam Expo in Vancouver.

The 50 mile haul up the hill to the museum went smoothly, but unloading the 50 ton coach and the 40 ton tender with a 25 ton capacity crane required a little thought. One end at a time was picked up and the truck driven out from under the load while straddling the track. This worked well in front of the Campo Depot where the platform paving and gravel is up to the top of the railhead on the house track. The unloading of the coach involved waiting for the wheel sets to arrive on a separate trailer. By the time they were unloaded and positioned it was dark and another day was required to get everything safely back together.

Gaylen Dyreng, Geoff Scheuerman, and Rene Scheuerman brought engine #1809 up to switch the tender and coach over to the north siding adjacent to the depot after the bearing brasses and wedges were checked. This was their first roll on their own wheels since 1957, when the equipment was placed on display in the fairgrounds. Mike Panger serviced the journals that had been untouched for nearly thirty years and found them to be in good shape overall. Only a few brasses will have to be replaced to get the coach back in service on our SD&A Railway.

Norm Hill and his restoration foot troops are already eyeing the coach for a big push in the fall when on-going projects are cleaned up. The inside of the coach needs the most work, as the midwinter fair operators modified it for an office and even hung a suspended ceiling in it. Yetchh! Fortunately, many of the original seats survive to help guide us through the restoration of the interior to a more traditional appearance.

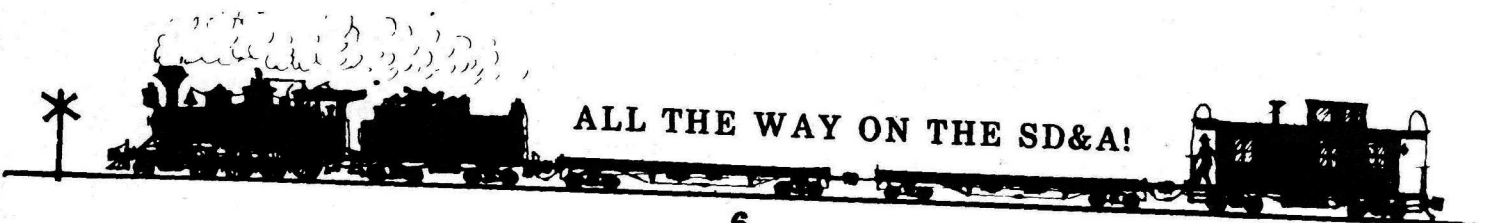
One of the biggest surprises of all occurred during an inspection of the newly arrived tender by our chief steam engine mechanic John Ashman. John was on top of the tank and casually lifted the lid of the marker lamp box behind the oil bunker. He nearly fell off the tender when he found a matched set of S.P. markers still in side! Would anyone believe that a choice railroad collectable like this could sit untouched for thirty years in an unlocked box on a park locomotive!? Incredible but true! John took the prizes home, cleaned and painted them and stashed them in our big depot safe at the museum.

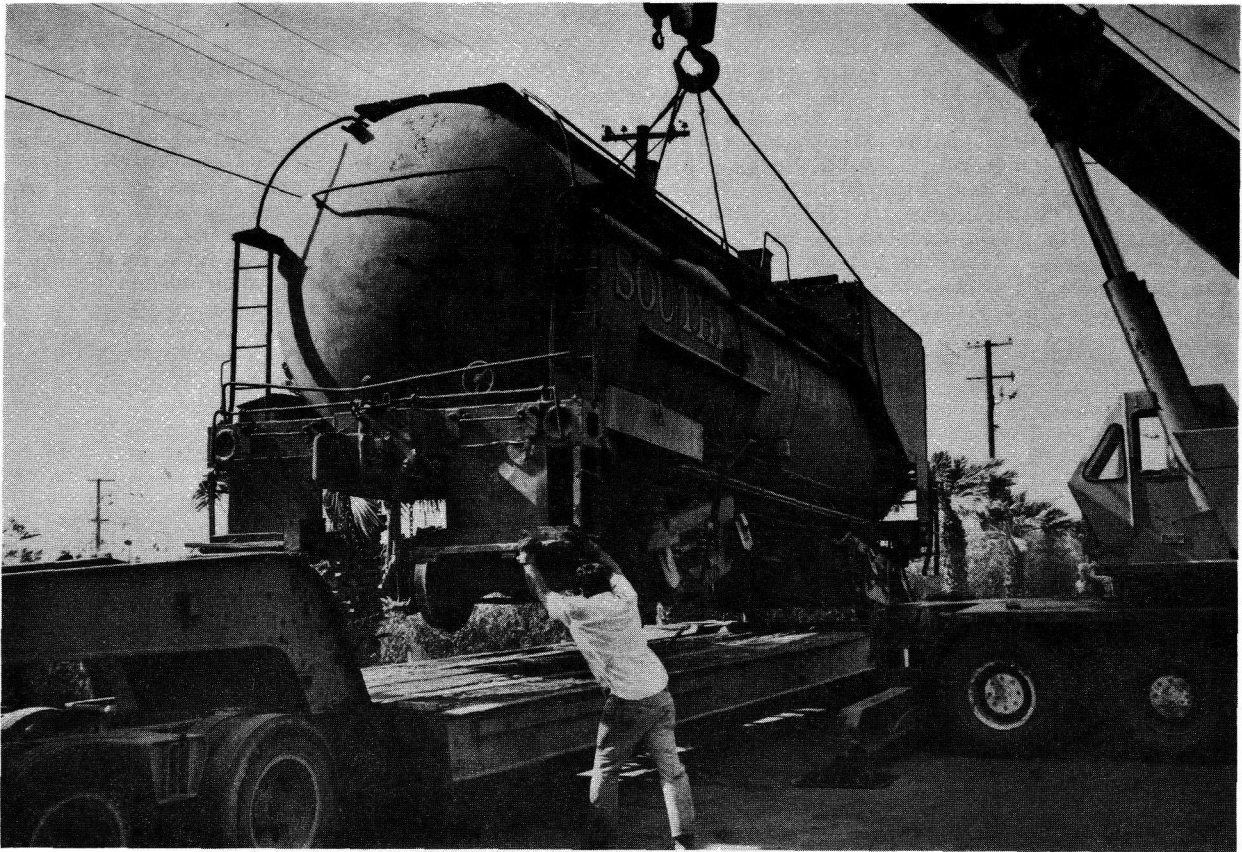
These marker lamps should have disappeared within a few days of the initial display placement along with the bell, whistle and builder's plates that are almost always stolen immediately from park displayed engines. The fact that they somehow survived indicates that this classic Baldwin steamer has been only lightly touched by vandals over the years and has been well protected by the hot desert climate and the remoteness of its location.

The acquisition of the #2353 is one of the finest gifts the museum could ever hope to have and all members who have not yet contributed to the movement fund are urged to do so now. We need to get the business end of #2353 to the museum as soon as possible to join our stable of iron horses. The #2353 was leased to the San Diego and Arizona Railway in the late twenties and returned to S.P. in 1939. Returning it permanently to SD&A rails will be a great achievement. When placed next to our SD&A engine #104 we will have displayed together the only two surviving steam locomotives native to San Diego County rails! Let's do it now!

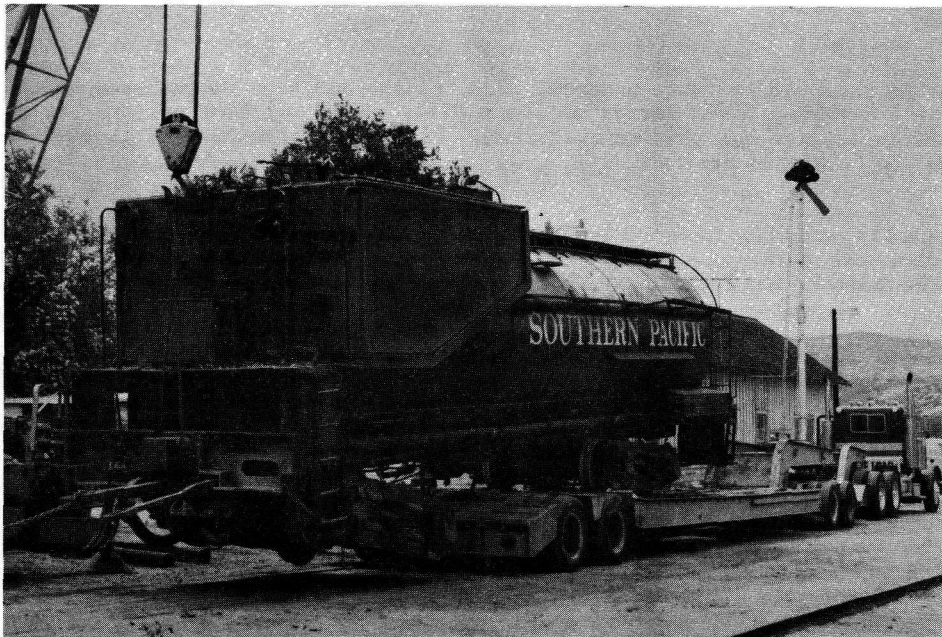


Coach #2693 rolls again at Campo. It has been on these SD&A rails before but how many years ago!
(Rene Scheuerman photo)





The tender was loaded, wheels and all, in a single lift at the fairgrounds using a hired 90 ton hydro boom shown here. The unloading at the museum was done with our own equipment but went just as smoothly.
(Dale Prescott photo)



Here is how our own 25 ton crane unloaded the 40 ton tender at the Campo Depot adjacent to the museum. The truck trailer rig is straddling the house track and one at a time is being lifted as the truck slowly drives out from under the load. Notice how crisp the original lettering is on the side of this tender. There is almost no rust on this old steam relic after thirty years in the desert. This side was also protected by a row of trees, so the sun has not even faded the paint.

This is also the spot where the business end of #2353 will be unloaded. Plans are to unload the 120 ton beast without benefit of cranes. Parking the truck trailer rig exactly over the rails so that the wheels of the engine are exactly parallel with the rail is critical. Four 100 ton air jacks will be employed in the move that should make for unusual photos in the next REPORT.

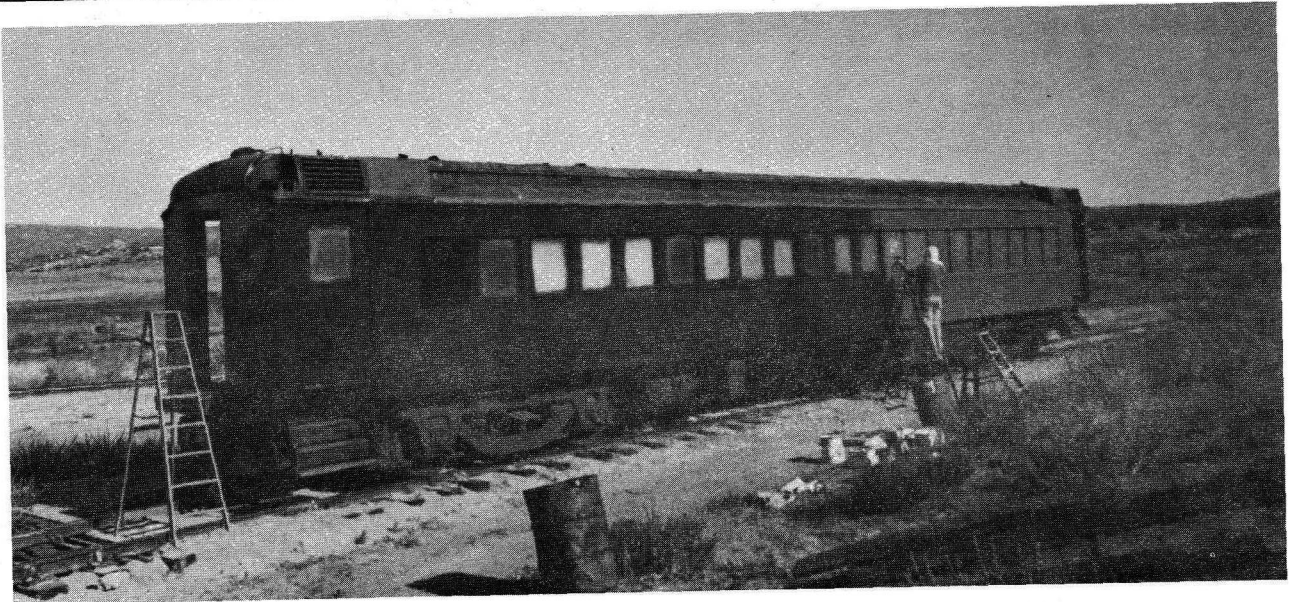
We have never done anything quite like this before which, of course, is typical for this outfit. "So what else is new?!" Meanwhile, members, we still need a few bucks to help pay for this adventure, so please keep those cards and letters coming!

(Rene Scheuerman photo)

INDUSTRIAL ARCHEOLOGY (RESTORATION NEWS) by Norm Hill

SD&A 250

The first of our six New Jersey Transit veterans has been sandblasted, painted, lettered and put back into service since the last REPORT. The preparation work was done by **Norm Hill, Ken Faller, Charles Alban, Jim Lundquist, Duane Leal, Steve Norris** and **Bill Barbour**. The vestibules were sandblasted using our own rig and compressor, **Jim** and **Duane** doing the work. The primer and Pullman green finish coats were applied by **Larry Rose** and **Norm**. The car was lettered using the original S.D. & A. Railway patterns found in the dumpster near the old San Diego freight house in 1980. **Larry** cut the letters out of gold vinyl "Scotchlite" material this time and the results are excellent. The car was numbered for the next coach in line on the 1927 S.D. & A. passenger car roster. The car's undergear and trucks were chipped and cleaned by hand by the folks listed above and the coats of gloss black paint applied. The roof is still to be done when we can get it back from the S.D. & A crew for a day or two.



Norm Hill is shown here working past the halfway mark on coach #250 spraying on a coat of traditional dark olive green. (L. Rose photo)

SMV Railbus

Work continues on the interior of this old Fairmont product. The ceiling and side panels were painstakingly sanded down by **Ken Faller, Bill Barbour, Steve Norris** and **Norm Hill**. **Bill** and **Norm** visited the Santa Maria Valley Railway recently to get an idea of how this car was used. Ever notice how hard it is to distinguish between historic research and old fashioned railfanning?!

ATSF 1509

The restoration department recently bought a heavy duty hydro blaster and tried it out on the dirt and oil splattered undergear of this car. In a few hours the undercarriage was completely cleaned and will be painted black by the next REPORT. **Norm Hill, Tom Travis** and **Bill Barbour** were in on the cleaning binge.

SP 644

Once again, **Ted Kornweibel** has done some great carpentry in our oldest caboose. The window sills in the cupola are now ready for paint and **Ted** is running out of things to fix on this 1917 wooden "shack". The only tough job left inside is the sanding and paint preparation. **Ross Robinson** took the dimensions of the conductor's desk drawers home with him to Canada this spring. The finished drawers were shipped to us all the way from Ottawa! **Ross** is proof that you don't even have to live in the country to make a tremendous impact on the museum!

SP 1351

Peter Snell is still a one man gang working on this caboose. **Peter** takes parts home to his shop in the Los Angeles area, cleans and repairs them, then re-installs the pieces with new screws and bolts as required. This methodical procedure will eventually give us the best restored bay window caboose in the land!

ATSF 2286

We have decided, after a year's consideration, to bite the bullet on this caboose and replace the entire floor. This is the only way we can correctly repair the broken frame members and get this car back to roadable condition. All of the interior furnishings have been removed and stored. **Tom Travis, Tim and Raenel Floersch, Bill Barbour**, and **Ted Kornweibel** did the demolition work. **Larry Rose** hauled the debris to the dump. **Dick McIntyre** has started on the extensive metal work on the totally naked underframe.

Honor Roll

ROBERT J. DOWLING donated a restored Fairmont M-19 track inspection car in remembrance of his brother **Noble Dan Dowling**. The speeder is an ex-Southern Railway motor car that Robert restored himself to immaculate condition. The car is now on display in the car shop at PSRM and we are very proud to have it.

CHROME CRANKSHAFT CO. donated a speed recorder for our EMD MRS-1 #1809.

DR. W. KEITH WATSON donated a book on locomotive design by **Raymond Loewy**, the famous industrial designer who was responsible for the classic lines of the Pennsy GGI electric locomotives in 1935, among others. Coincidentally, the local press noted the passing of the renowned Mister Loewy at his home in Monaco at the age of 91 last month, only a week after we received this donation for our library.

DICK DIESTEL donated newspaper clippings and numerous railroad paper items to our library.

KAREN PRESCOTT donated black and white film processing and printing for many photos used in this issue of REPORT.

BUY-A-TIE FUND has been very inactive since the big push for 46/2353 with only **DARREL BIVANS** marking up two ties since the last REPORT. We need another ten to make another switch set and make a decent tie chart for the newsletter. Tie donors needed, \$14.00 each, no experience necessary. Switch seven to the loading dock is next up.

BRUCE PUTNAM sent in a nice donation to the general fund. This is the source of all land payments, insurance premiums, utility bills, etc. and is also where most of the dues money goes.

MEMBERSHIP NEWS

by Tanya Rose

I am impressed with the many names listed on our 46/2353 fund in this issue of the newsletter. It is a joy to serve as your membership director. I only wish I could thank you in person, and many times I have wanted to meet those of you who are only names on my filecards. It would be so fun to shake your hands (and slip in a hug or two, for those of you who aren't too shy) just to express my thanks in a more personal way. It was a pleasure typing all the names of the donors listed in this REPORT.

Joining this time are the following folks, and we greet them with the traditional PSRMA "Welcome aboard!" Also, you can see that **Dr. Dan Marnell** is still leading the pack in our membership contest. If you have missed out on getting membership applications, just call me at (619)469-3064 or write care of the La Mesa Depot and I'll pop some into an envelope and mail them along and also inform you of the prizes, if you wish.

CONTEST UPDATE

William Attaway.....1	Harry Doering.....3	George Heflin IV...3	Roy Pickering.....1
Barney Barnier.....1	Richard E. Drover....1	George Houghton...1	Margie Provost.....2
John C. Cash.....1	Hal Gasner.....1	DR. DAN MARNELL ...13	Bob Spencer.....1
Tom Cheesborough.....2	Nancy Getz.....1	Ken Martin.....1	Brian Valteau.....2
David DiGiorgio.....1	Jim Hamill.....1	Cliff Pennick.....3	Charlie Wade.....1

CONTRIBUTING

Kim, Marian & Corey Crosser Kenneth & Jane Reiter Dick, Ann & Paul Ruppert

FAMILY

William B. & Margaret N. Adams	Al, Martha, Eddie, Chita & Karin DiChiara	Carl L. & Myra L. Iserman
James L. & Loretta Kimball	Oscar E. & Leona L. Knappe	Dorothy Strong & A. C. Wood
Lesley V. J. Manning & Allison E. W. Jones		James, Samantha, David & Alexis Pascarella

INDIVIDUAL & SENIOR/STUDENT

C. A. Blake	Gloria J. Davis	Andy Delaney	Charles E. Fleming
Seymour Goodman	Cynthia Loescher	Edward J. Lynch, Jr.	Atticus Myser
Dale Nilsen	Michael D. Reneau	Jere L. Robinson	Danny Vint
W. Keith R. Watson			

LA MESA DEPOT STAFFERS

by Patti Bice

Spring is gone now, and its time to break out the fan. The warm weather will bring in the business and I'm counting on everyone to let it be known that the hours for the La Mesa exhibits are Saturdays and Sundays from 1:00 pm to 4:00 pm.

We had our first annual staffers potluck in May. It sure was nice to see all those friendly faces, and the food was great! I don't think anyone went home hungry. See y'all next year.

The Los Madres of Rancho Bernardo toured the La Mesa Depot in June. They really seemed to enjoy it. If you know of an organization or group that would like to tour the exhibit, please let us know so that we can set up a time and date. I can be reached at **698-3218** and look forward to hearing from you.

STAFFERS FOR MAY AND JUNE

Julius Acevez	Nick Cresci	Hal Gasner	Mable Perrepatto
Dan Botkin (2)	Duane Dubke	Frank Kearney	Don Pope (2)
Susan Brown	Tom & Evelyn Early	Nick Kimler	Bill Schneider
Margaret Collins	Jack Ebey (2)	Joe Laurent	Russ Stockwell
Dorothy Cotton (2)	Al Ellis	Max Miller	Robert Storey

A big thanks to all of you!!

SAN DIEGO & ARIZONA RY NEWS

The SD&A is rolling smoothly along under the guidance of the museum operating department. Ridership is increasing slowly as word of mouth is still our main public relations tool. **Rene Scheuerman** has designed a poster for our operation that will help get the word out. New benches have been donated by **Larry Rose** and placed in the shade of the car shop for the convenience of visitors between trains.

The following members have passed their written tests under the tutelage of **Dick Ruppert** and are now in the "hands on" training program: **Joe Beard, Philip Heil, Mike Kemp, Doug Mick, Mike Patten, and John Pattison.**

The following more familiar names are the current crew pool for conductors, brakemen, and engineers:

John Ashman	Terry Durkin	Ken Helm	Steve Oualline	Rene Scheuerman
Gordon Buck	Gaylen Dyreng	Ron Hyatt	Mike Panger	Geoffrey Shepherd
Paul Bush	Tim Floersch	Henry Lines	Michael Reneau	Dave Slater
Vern Cook	Dick Getz	Jim Lundquist	Dan Robirds	Scott Thompson
David DiGiorgio	Don Getz	Bob Nickles	Dick Ruppert	Robert Watrous
Gene Dramm	Randy Gibson	Steve Norris	Geoffrey Scheuerman	

Louise Reneau and **George Heflin IV** are handling the paperwork and tickets assisted by the gift shop crew of **Raenel Floersch, Margie Provost, and Diana Scheuerman.** **Nancy Getz** is also a regular helper. **George Heflin IV** has a soda and snack concession operating out of the bar of car #1509 that brings in a little revenue for the museum and is appreciated by the passengers. General Manager **Ron Hyatt** and Trainmaster/Crew Caller **Geoff Scheuerman** have done a fine job keeping the show rolling. Thanks to all for a superior effort!

MECHANICAL DEPARTMENT NEWS

Shay #3

The Shay has a totally rebuilt reversing mechanism thanks to a magnetic base air powered drill press scrounged up by **John Ashman.** **Ken Helm, Mike Seed, and Steve Spreckelmeier** mounted the drill on a special jig welded under the cab of the engine and lined it up to drill a new hole through the Johnson bar connecting lever. This was a slick act that worked perfectly. When hooking the bar up to set steam cut off, there used to be a lot of "slop" in the mechanism that made the bar chatter in the notches. A new sleeve at the pivot point has made it tight and smooth. This very professional looking job was done inside for a change, as the Shay is now straddling the inspection pit in the car shop. The blistering Campo sun is no longer a factor in museum steam engine repair.

7485

Mike Reading has the 45 tonner back together and both Cummins diesels are now running smoothly. The engine hoods will now be sandblasted and painted. Most of the work left to do is cosmetic in nature. **Craig Coney** has removed the rust from the fire walls at each side of the cab and painted them with tan engine enamel per factory specs.

1809

A memorial plaque has been placed in the cab of this locomotive honoring the late John Gieffels, our much missed diesel wizard. **Don Getz** made the plaque that features a photo of John and an inscription that ends with "Take good care of her boys. I will see you at the top of the grade". A fitting tribute to a well liked and much respected railfan.

PSRM Campo

Trackwork is now underway again now that switch six is done. Track five is being pushed to the area of the gantry crane where **Dick McIntyre** is just about ready to erect the support legs. **Jim Hamill** has spot primed the welds on the gantry and hopefully, we can get it painted before it goes back together.

The rubber tired rig was used to place the sections of snap track panels. **Vern Cook** ran the crane, and **Larry Rose** was rig master. **Charles Alban** and **Larry** then spaced about fifty ties following **Russ Kimball's** engineering monuments which had been staked a few weeks earlier.

The front of the car shop now has new metal siding over doors 1, 2 and 3! This work was blitzed out in two weekends by **Barney Barnier, Bob Provost, Dale Prescott, Paul Bortell, Atticus Myser, Scott Thompson, and Joel Cox.** This work was funded by **Ed and Hazel Duling,** who have been patiently waiting for over a year for this work to get underway.

Paul Bortell, Cliff Pennick, and Bruce Semelsberger finished installing new plywood sheathing on the north side of the car shop. **Don and Nancy Getz** painted the new wood that might have to wait a while for metal panels. **Steve Wade** has been rebuilding the window frames on the south side that was resheeted by these same guys a few months ago.

Jack O'Lexey and **Larry Rose** spiked down about thirty feet of track behind the Coahuila y Zacatecas locomotive for display of our antique track working machinery. **Jack** is making signs explaining the new exhibit.

The night project is another speeder trailer rebuild for the track gang. **Joel Cox, Larry Rose, Joe Beard, and Ken Faller** have had a hand in it. **Scott Thompson** is working on a fire control speeder trailer with a water tank and pump mounted on it.

Harry Doering, Larry Rose, and Joel Cox enlarged the museum gift shop at Campo by building a new twenty foot wall and moving the existing end wall, door, frame and all, out a like distance to double the size of the shop. **Harry** brought up a new counter for the shop and has built a new silver, red, and blue trash trailer lettered "Amtrash"! We are now keeping the museum clean with style!

We still need lots of help at the museum in every department, so come on out and hang around 'till you find something to do to your liking. And remember, "museuming" is a family affair.



This high rail equipped dump bed truck has been loaned to the museum by railroad contractor **Tom Pyle**. It was promptly used to retrieve all the old ties, 400 in all, that we replaced on our SD&A this year. In this photo, from left, are **Ron Hyatt, Joel Cox, Craig Coney, Charles Alban, and David DiGiorgio**. A lot more ties can fit on this truck than a speeder trailer and it can be unloaded anywhere in seconds with just the push of a button. We expect this kind of action to be a regular chore each spring from now on as we labor to keep our much cherished railroad in top shape. The location shown is near milepost 68.5. (L. Rose photo)



Every now and then the work stops at the museum and the regulars indulge in old fashioned fun. Pictured here is one of those occasions with ATSF caboose #1413 rattling along with the freshly restored ACY boxcar behind our 2-8-2-T No. 11. Enjoying the ride are, from left, **Barney Barnier, Dick Ruppert, Ron Hyatt and Vern Cook**. With the caboose quickly disappearing from the nation's railroads, a museum like ours will soon be the **only** place that anyone can see and experience old time railroading like this. (L. Rose photo)

NOTICE: The old "hot line" rumor suashing phone has been discontinued due to the forced move of our library to new quarters. It will return when the library finds a new home.



SAN DIEGO & ARIZONA RAILWAY



Limited Edition COMMEMORATIVE PLATE

Plate shown actual size.



This is a replica of the original china used on the SAN DIEGO AND ARIZONA RAILWAY, between 1919 and 1933. The back of each plate has a short history of the S.D.&A.. Each plate is 10" in diameter with brown logo and stripes on a bone white background. It is made of dining car quality china by Sterling China of Ohio. There will be a limited firing, so don't delay, order your commemorative plate now. We must have a minimum number of orders before the plates can be fired. Therefore it will be late 1986 before delivery can be made. If the minimum number can not be obtained your money will be refunded. The cost for this limited edition plate is now a low \$19.95 plus \$5.00 shipping and insurance. California residents add 6% tax. Please make check or money order payable to P.S.R.M.A. and mail to S.D. & A. PLATE, PACIFIC SOUTHWEST RAILWAY MUSEUM, LA MESA DEPOT, 4695 RAILROAD AVE., LA MESA, CALIFORNIA, 92041. All orders shipped by U.P.S., please include a street address for delivery. No orders shipped to a P.O. Box.