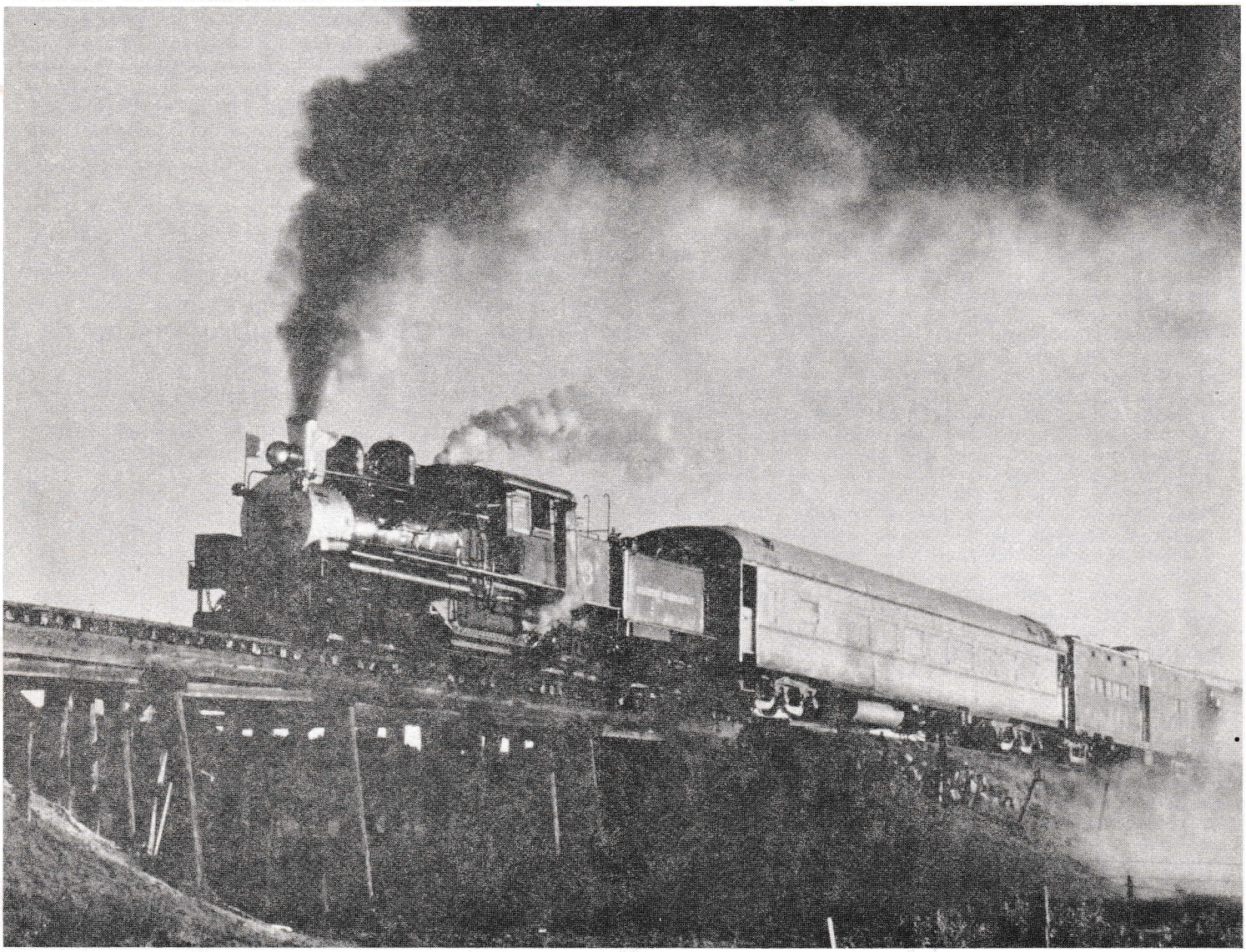
Sept.-Oct. '86

REPORT

No. 206

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



STEAM ON THE SAN DIEGO & ARIZONA!

Another milestone has been reached in the museum's resurrection of the San Diego & Arizona Railway. The first **steam powered** passenger train since the late forties rolled on our railroad as an extra on the last Sunday in October. The first revenue passengers rode the next weekend as our 1923 Shay pulled the 3:00 p.m. section of the SD&A "Golden State" on the 15 mile round trip to Miller Creek. The Shay is shown here pounding across the third bridge over Campo Creek eastbound near milepost 67.

(Norm Hill photo)

STEAM RETURNS TO THE SD & A!

The debut of steam power on our SD&A Railway was a non-scheduled affair running as an extra after the last scheduled train on a Sunday afternoon. All members present on the museum grounds were invited to pile on for a "shakedown" trip up the line, the first serious milage on our Shay since 1983.

The special run made for some great photographic opportunities and **Norm Hill** took some great slides, one of which was made into a black and white print for the cover of this issue. **Jim Lundquist** took another classic shot of **George Heflin IV** hooping up orders to the engine crew in the traditional manner at Campo Junction. There were almost as many chasing photographers as there were riders, and even local motorists passing by stopped to watch at various vantage points along the route.

Engineer **Ken Helm** and fireman **John Ashman** moved the Shay along at a snappy ten miles an hour and kept eyes and ears sharp for any unusual rattles or vibrations. Part of our operating agreement with the owners of the railroad calls for regular independent mechanical inspections. A week earlier, the chief Santa Fe mechanical officer out of San Diego passed the Shay on all counts, but the crew was taking no chances on the first run. They "babied" the old sidewinder along and put a stethoscope to every moving part.

Only a few minor adjustments resulted from the first trip and confidence was high for a run in revenue service the next weekend. The last train of the day was chosen for this run because of the Shay's slow moving ways. Everything went well and passengers and chasers were treated to a great show of smoke, steam and whistle artistry.

The Shay is a fun engine to watch under steam, but is not the locomotive best suited for regular duty on our SD&A. Its slow speed will keep it from being assigned to anything but special trains and steam training runs for the near future. An engine better suited for running our schedule is now being eyeballed as the next overhaul project for the mechanical department. 4-6-0 #2353 sits on track one at the car shop, presenting the most inviting target for our restoration troops. This engine and 2-6-6-2 #46, still in San Diego, are ideal power for our excursion trains.

Now is the time to start building an overhaul fund for these engines to ensure that their return to service will be as spectacular as the Shay adventure just was!

$10,000 GRANT FOR #46!

The county of San Diego has dipped into its funds available for promotion of tourism and provided ten grand specifically for the restoration of former California Western 2-6-6-2 #46. This grant is from the transient tax fund that is normally distributed to museums and tourist oriented atractions in the greater San Diego area. We have benefited from this source before, but this is the first grant we have ever had earmarked for a single piece of equipment from the museum collection.

The 1937 Baldwin built steamer is ideal for our SD&A operation, but needs a major overhaul. It was last operated from Fort Bragg to Willits in 1977. We have gotten steam engines running for less and we have diagnosed other steamers (such as #104) as requiring much more for their restoration. This grant gives us a big jump on the resurrection of the #46 and, even though we won't know the extent of the work required until we get into the tear down, some problems have already been identified and parts ordered!

Already on order are a new set of superheater tubes. The original ones were "borrowed" from #46 by the Cal Western several years ago to get their 2-8-2 #45 running. A complete inspection of the other tubes and stays will be made as soon as the engine is moved up the hill in Great Freight II.

The presentation for this grant was done by museum Executive Director **Jim Lunquist** to the County Board of Supervisors. Supervisor **George Bailey**, a former mayor of La Mesa, again helped the museum gain access to this important funding source. We have been most fortunate lately getting grants to keep projects going and to get new ones started. What we need now is a few more volunteers to help us stretch this latest windfall to the maximum. A good performance not only helped get this grant, but will give us the best shot at the next one!

Thanks to all who had a hand in this grant that has insured the proper care of one of the west's best known steam locomotives!

HELP WANTED

PSRMA is looking for a computer literate secretary/typist to answer the phone and take care of every day museum paperwork for our downtown office which will be opening after the first of the year. This will be the museum's first paid position. Interested members are encouraged to send their resume's, salary requirements, etc., to the PSRMA Board of Trustees c/o Dr. Dan Marnell, 6156 Camino Largo, San Diego CA 92120. Don't let the computer idea scare you. If you can type, you can learn to use the computer with just a little on the job training. We want to offer this job to members first to try to keep it "in the family" before going to the public sector to fill this position.

END OF THE LINE FOR NATION'S OLDEST RAILROAD

The Baltimore & Ohio Railroad, organized in 1827, will cease to be a corporate entity at the end of the year. The CSX Corporation will also consolidate the Chesapeake & Ohio into its transportation division and all B&O and C&O heralds and reporting marks will be forever erased from the company's equipment. So long, Capitol dome! So Long, Chessie cat!

The consolidation process actually started in 1963 when the B&O and C&O were merged. Seaboard merged in 1980 and the company soon changed its name to CSX Corporation. CSX last year announced that it would streamline its operations by dropping 6,700 employees, abandoning 1,000 miles of track and eliminating 600 locomotives and 41,000 freight cars.

The B&O was the last railroad left on the old Monopoly board game. It has been years since you could really "take a ride on the Reading", as well as the B&O Capital Limited, but when a railroad ceases to exist even on paper, then its really dead. The nation's oldest railroad will die a few months before its 160th birthday. The times they are a changin'.

2353 FUND REPORT

The members are steadily whittling down the debt left from the move of #2353 up the hill from the desert. In this case, the debt is owed to other museum departments who gave up their funds to make up the shortfall as reported in the last newsletter. With no interest clock ticking, the museum is in a no pressure situation on this project wrap up, a pleasant situation to be in for a change. The members put on a spectacular show in funding back to back locomotive moves of a most difficult nature. The folks on the donor list below are continuing to put on a spectacular show that is sure to wind up funding the **restoration** and **operation** of these engines as well! #2353 is the next challenge for our wrench jockeys. Let's keep on pushing for them before the charitable giving tax laws change in '87!

Al Bispo
Ellie Klein
Mary Sanders
Rene Scheuerman
H. J. Light
George Mitchell
R. W. Madsen
Carl Casale
Cynthia Loescher
Knud Antonsen
Mr & Mrs. Robert Sterling
Richard Hathaway
Mr. J. R. Reynolds
Gerald Bohrer
C. F. Bach
Robert Rick
Doraine Offerman

PSRM CAMPO

A $3,000.00 GRANT FOR THE CAR SHOP !

The museum has received an outstanding cash grant from the **C.J. & DOT STAFFORD MEMORIAL TRUST** specifically for continuing the rehabilitation of our car shop building. The $3,000.00 will go a long way toward our residing project that has been underway since **Ed** & **Hazel Duling** started the shop fund two years ago. Facilities Superintendent **Barney Barnier** had been moaning the blues since his existing car shop funds were "borrowed" to complete the #2353 move. He is now all smiles!

Board of Trustees President **H. C. "Chop" Kerr, Jr.** made the grant application. Chop has handled the paperwork for this activity for many years. This is the third grant he has scored for the museum in the last few years.

The car shop project itself has made great strides in the last two months. New baked enamel steel siding has been installed along the entire upper portion of the south side and a new composition shingle roof has been installed over the gift shop and wood shop wing. The people doing the work were **Harry Doering, Barney Barnier, Dale Prescott, Steve Wade, Bob Provost, Bruce Semelsberger, Paul Bortell,** and **Larry Rose.**

On the interior, **Steve Wade** has the new wood shop well along. The framing is completed for the work benches which are made of heavy duty 4x4 material supplied by **Charles Alban.** A new ceiling has been installed with **Paul Bortell** helping. It now needs only painting to be complete. Next up will be electrical work before the wall cabinets and bench tops are installed.

Around the grounds, some improvements have been made in the appearance of the property. A Boy Scout troop spent a weekend pulling weeds and made many runs to the dump in the company truck. Our storage yard in the "north forty" has also been cleaned up and reorganized. **Jack O'Lexey** has been doing forklift duty in this area. **Gaylen Dyreng** has been dragging the parking lot with his old Ford tractor and a length of rail, keeping the area smooth and weed free.

Great progress has also been made on tracks five and six which will run under the gantry crane. Our Sea Bee reservist friends spend a weekend every month working on track at the museum and have helped extend both tracks about 300 feet toward the future locomotive shop. Helping to lay out and plug the ties for track six were new members **Rich** and **Andy Rogers** and **Chuck Fleming.** Others working on track were **Jim Lundquist, Harry Hurry, Bob Provost, Bruce Semelsberger, Cliff Pennick, Barney Barnier, Charles Alban, Larry Rose, Jim Rasmussen, Geoff Shepherd,** and **Paul Westover.**

Tom and **Larry Hieshetter** followed up with their dump truck and loader, hauling many yards of ballast and spreading it along the length of track five. **Glen Francis,** our neighbor at Campo who is also a member, helped spread the ballast with his bucket and scraper equipped tractor. Track six is next to be ballasted and the tamper is poised on track five to do the final lining. Thanks to **Russ Kimball** for doing the engineering, transit work and staking for this project.

BUY-A-TIE

We have now exhausted our supply of ties, and in order to get "back on track", we need to wait for our "Buy-A-Tie" donors to fund a few more "Paul Bunyan toothpicks". When **Great Freight II** moves to Campo in the next month or so, the amount of railroad equipment on the property will **double**! Track five and six still need another two hundred feet each to accommodate everything or our yard will be plugged so tight that we won't be able to switch the car shop. All this makes Buy-A-Tie the high priority funding project at PSRM. Here are the tie donors for this reporting period: **Helen Hobbs-Halmay, Doraine Offerman, Wallace Schonschack** and **Caroline** and **Eakles Hille.** These people have funded enough ties to lay thirty two feet of track! It is amazing what an impact a few people can have at PSRM. If you can't help with your presence at Campo, then your wallet can help get the job done. Ties are $14.00 apiece for good re-lay quality. One tie supports two feet of rail. That's how progress is measured. The car shop project has a grant to keep it going. Now let's all pitch in to keep the track gang moving!

REPORT

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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 (Individual) $500.00 (Seniors over 65, $300.00)

BALBOA PARK HQ UPDATE

Despite initial opposition from city agenies, it appears that the Naval Hospital Library/Auditorium Complex will be saved. PSRMA has identified this building as ideally configured for its proposed Balboa Park Headquarters Museum facility as outlined in previous issues of the REPORT.

Now that the San Diego Planning Commission, City Manager, Chamber of Commerce, City Park Staff, The American Institute of Architects and other groups have proposed the building be retained, PSRMA's Board has elected to move forward with its plans to locate there. On November 5 the Board's Balboa Park Subcommittee approved the initiation of a funding drive to secure $200,000 startup money dedicated to the headquarters facility.

Board of Trustees members **Dan Marnell, M.D.**, dermatologist, and **Mr. John Parker**, owner of radio station **KYXY**, rose to the occasion when each pledged $12,500 to properly kick off the campaign. With "only" $175,000 remaining to be raised, the Committee then got down to the difficult business of organizing a capital fund campaign.

In any major fund raising endeavor, three fundamental principles must be dealt with. First, one has to have a saleable product. PSRMA qualifies on this point but the product still remains to be packaged attractively enough to sell. Second, the market for the product has to be defined, and third, the leadership to bring off this campaign must be identified and recruited.

During the next few months, the Committee will be working out the details of this campaign. Museum member **Mr. Arthur Sherman**, of the **ARTHUR SHERMAN COMPANY**, professional fundraisers, has generously agreed to donate his expertise to aid in this effort.

Campo operations will be the ultimate beneficiary of the success of this fundraising campaign. In the interim, museum members are reminded that the tax reform act recently passed by Congress makes it advantageous to most taxpayers to give charitable gifts in 1986 rather than when the new law goes into effect.

For those who donate property (e.g., stocks, bonds, real estate) to charitable causes, in many cases, only the cost rather than the full market value of the appreciated property will be deductible after December 31.

PSRMA has depended on the generosity of many donors over the past decades. Let us reflect on how far we have progressed when it comes around to 1986's year end giving.

ANNUAL BASH TO BE FLOATING AFFAIR

Mark your calendars for Saturday, March 7! PSRMA's annual dinner will be a bit different this year. The San Diego Maritime Museum's **SS Berkeley** will be the location for the event and despite the nautical nature of the site, the Berkeley is a logical and exciting choice.

The ship was built by the old Union Ironworks for the Southern Pacific Railroad's Bay Area passenger sevice in 1898 and spent most of its life shuttling passengers between San Francisco's ferry building and Oakland Pier, with occasional diversions to Alameda Pier and Sausalito. Even after completion of the Bay Bridge in 1936, the Berkeley was retained as a "train boat" to transport passengers to and from the trains at Oakland Pier. Retired in 1958, the ship still retains its original plate glass mirrors, carved wood paneling and stained glass clerestory windows. Dinner tickets include a tour ($4.00 value) of the Berkeley's on-board museum and, below decks, the original triple expansion steam engine and other vintage equipment.

Our keynote speaker will be **Mr. Michael Gross** of TV's Family Ties. As Michael J. Fox's television dad, Mr. Gross has been critically acclaimed, but he is also a committed railfan, as featured in a recent article in PEOPLE MAGAZINE. Further, he has donated his time to appear at our annual event. Michael will be addressing one of his favorite subjects, the National Railroad Passenger Corporation or Amtrak, as it is generally known. He also plans to visit Campo earlier the same day as a guest of PSRMA.

Mr. Jack White of Channel 10 has agreed to serve as the evening's Master of Ceremonies. Jack has been a long time railfan and supporter of rail history preservation projects. The evening's program will also include a presentation by the Maritime Museum staff, further elaborating on the Berkeley's distinguished history.

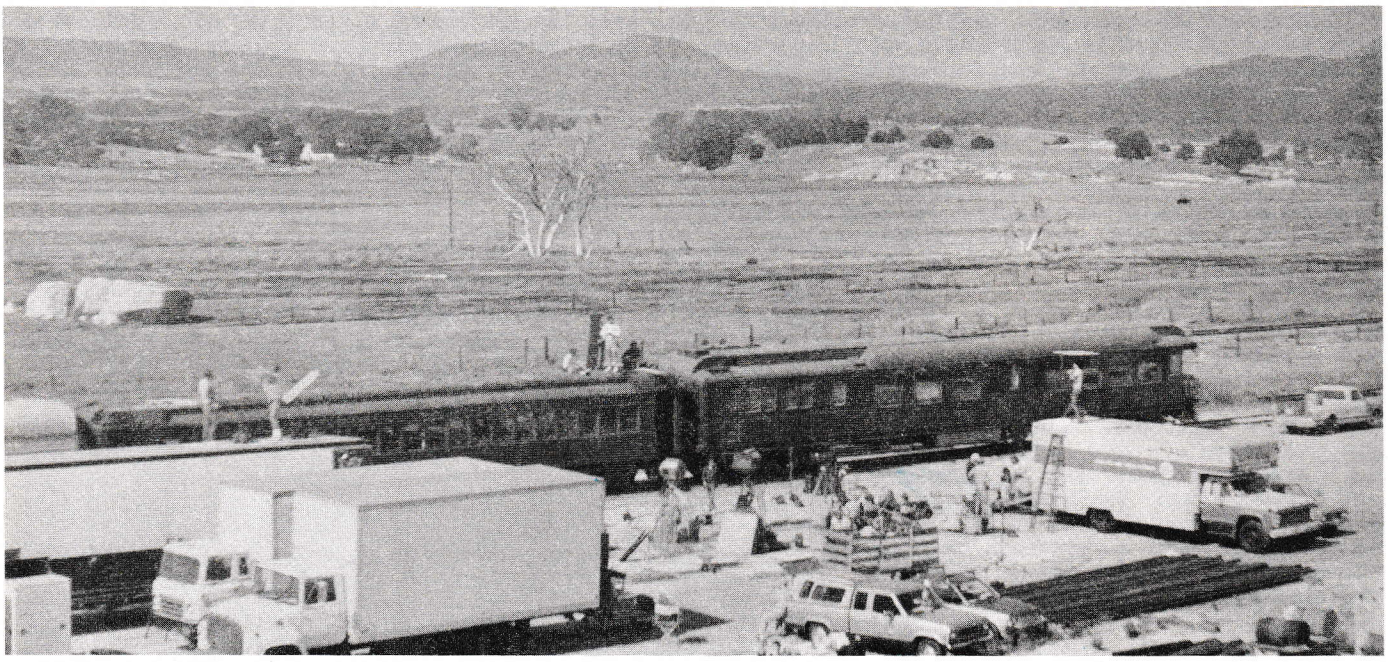
We also have a spectacular door prize this year. A $5.00 ticket buys a chance to win a round trip to Los Angeles on a private railroad car. Details of the particulars of this trip will be made available in the near future.

Elsewhere in this issue of the REPORT, the Board of Trustees has announced the initiation of a capital funding drive to secure $200,000.00 pledged to the development of a headquarters museum facility in Balboa Park. Keeping with this theme and to help offset increased expenses of this year's affair, dinner tickets will cost $30.00. Purchasers of two tickets will receive a free raffle stub for the private car trip to Los Angeles. Any surplus funds from the dinner and raffle will be distributed equally among all museum departments.

The evening's format is as follows: 6:00 p.m. to 7:30 p.m., tours of the Berkeley; 6:30 no host cocktail bar on the party deck; 6:30 to 8:30 musical entertainment; 7:30 to 8:30 dinner; 8:30 program commences. Limited space is available on the Berkeley so early purchase of tickets is suggested. Please send request to Mr. Roy Pickering, 5350 Baltimore Drive #55, La Mesa CA 92041.

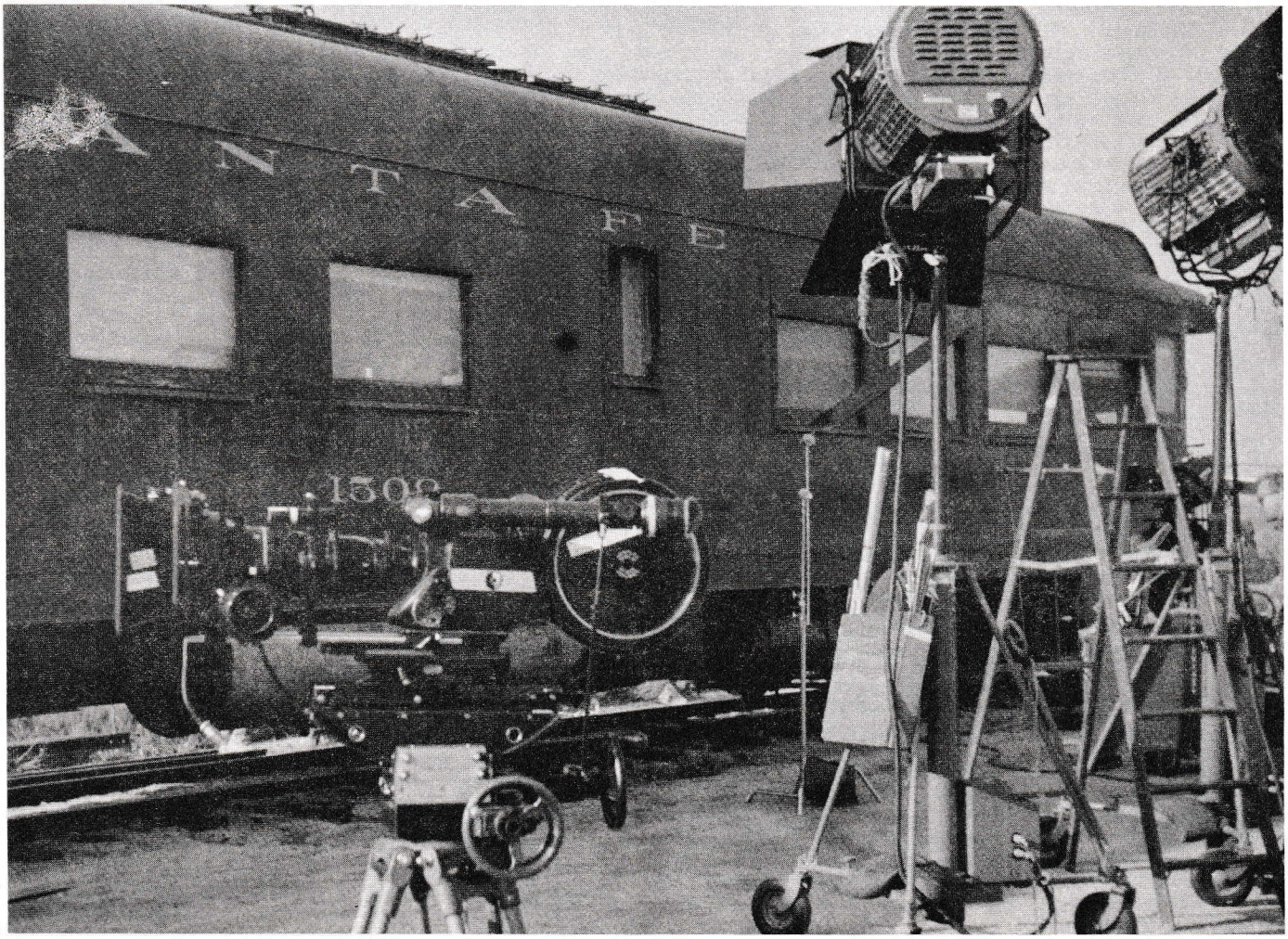
NEXT GENERAL MEETING JAN. 9, '87

The next general meeting for the membership will be Friday, January 9, 1987 at the San Diego Gas & Electric Company auditorium at 101 Ash Street in downtown San Diego. The business meeting will get underway at 7:00 followed by a program to be announced. Here's a chance to find out what's planned for '87 and to hear all the local rail gossip first hand. Be there!



PSRMA GOES TO THE MOVIES

It was lights, action, and camera time at the museum last month. These photos show the tons of trucks, vans and equipment required to film even a short segment of a major production. Watch for the release of the movie "Destiny" next year with both day and night shots filmed at PSRM Campo. Our SD&A crew ran the train for them. **Gaylen Dyreng, Geoff Scheuerman, Mike Panger,** and **David DiGiorgio** were some of the PSRMA folks involved. The museum made a nice piece of change for the mid-week effort. (Rene Scheuerman photos)



MECHANICAL DEPT. NEWS

SD & A 1820

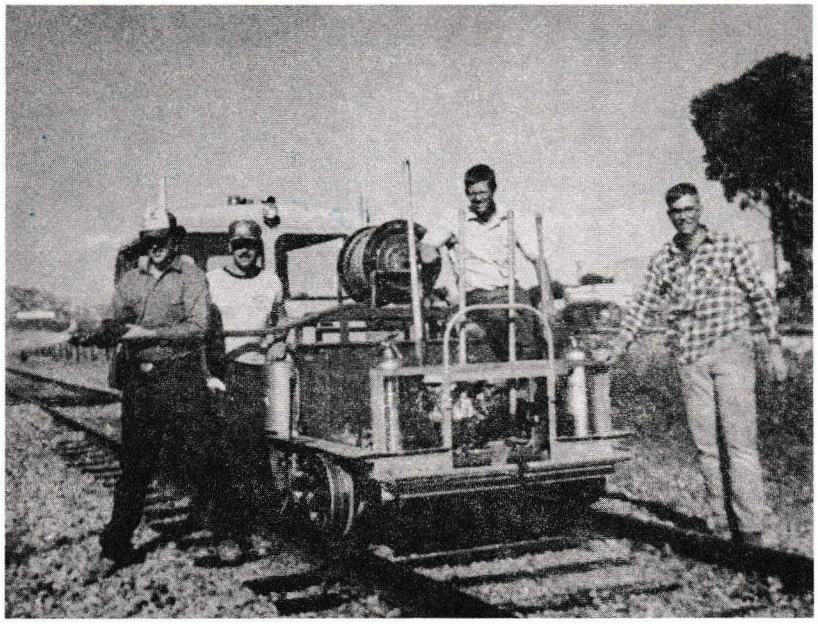
Our second EMD built MRS-1 military road switcher has been the subject of a fund raising effort and preliminary work to get this 120 ton loco back in service. A replacement governor for the diesel power plant was fetched down from the L.A. area by **Rene Scheuerman** as was a speed recorder and other odds and ends for this unit. **Geoff Scheuerman** has been working on this machine which has been on track one in the car shop for several months. Many of the department regulars were tapped for donations to pay for the parts. They are: **Paul Westover, Mike Panger, Geoff Scheuerman, Ken Helm, Craig Coney,** and **Dave Slater.**

The late Bert Straw has been remembered by his family and friends with donations to the #1820 fund also. **Mr. & Mrs. C. K. Palmer** and **Vern Cook** sent in substantial checks in memory of Bert and Board of Trustees member **Bill Niedrich** has also contributed. A similar memorial for John Gieffels early in the year helped start the war chest which has been building for this project.

SPEEDERS

The fire protection trailer is finally in service fully outfitted with a hundred gallon water tank, water pump, and hose reel. Mounted on an S2 speeder frame, the rig also includes a pair of five gallon back pack sprayers, brush hooks, and shovels. This trailer is now a regular fixture behind our A5 gang car that follows each train on our SD&A Railway.

Other motor car work is now underway in a corner of the car shop. **David DiGiorgio, Joe Beard,** and **Craig Coney** have a Fairmont ST-2 in overhaul. **Larry Rose** has been funding most of the parts which have been purchased from the manufacturer. **Shannon Menkveld** and **Carl Casale** also helped in the speeder shop last month.



Here's our new fire protection trailer being demonstrated for the photographer by (from left) **David DiGiorgio, Joe Beard, Paul Westover,** and **Craig Coney,** the guys that made the big push to get it rolling. (L. Rose photo)

SD & A 250

This former DL&W electric was taken out of service for new brake shoes that were installed by **Mike Reneau, Ken Helm,** and **Paul Westover.** New glass has been installed in every window of this coach by **Jim Hamill.** This was done without taking the car out of service. Jim is working on this car during the week and is now installing a set of original light fixtures which were made available by our friends at Steamtown, in Scranton, PA, who purchased a large lot of fittings for these type cars from a scrapper in the east. The original globes and brass fixtures in our cars were destroyed or stolen by vandals during their 3,500 mile journey from New Jersey last year.



The temporary track was held in gauge by spreader bars that are being installed in this view looking north towards the La Mesa Depopt by (from left) **Dale Prescott, Duane Leal, David Robison, Wally Barber, Barney Barnier,** and **Jim Lundquist.** (L. Rose photo)

SP 2353

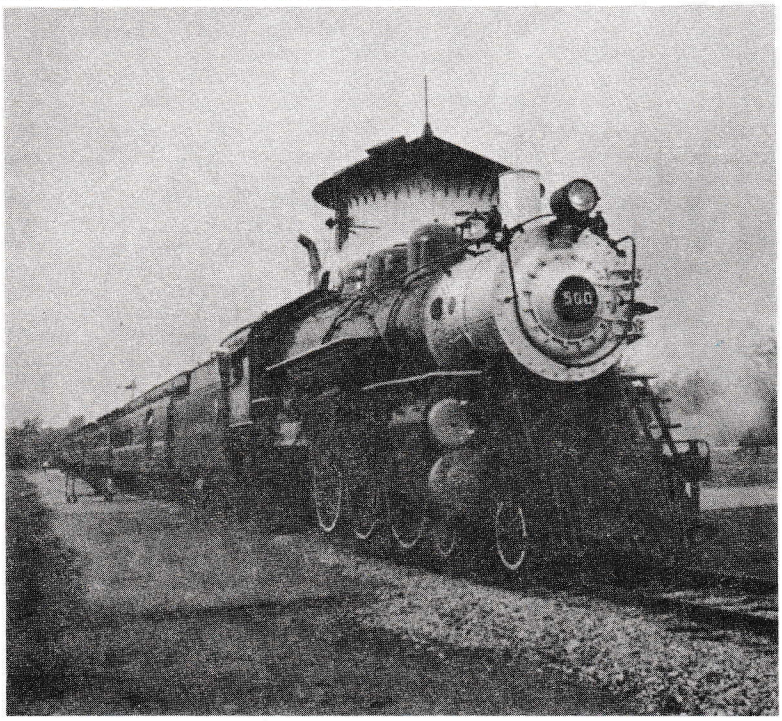
This locomotive is next! **Dick McIntyre** has already done some welding and valve motion work on this fat boilered 4-6-0. **Steve Oualline** is gearing up to rewire the electrical gear, cab, and running lights. We need a sheet metal type to repair some dings in the boiler jacket soon so we can get started on the painting preparation on several areas of this engine concurrent to the mechanical work. We need more people to help in this area, as Norm Hill and his troops are already spread as thin as interstellar gas and will not be able to help in the early going.

GREAT FREIGHT II

Preparation for the next big move of equipment up the hill from San Diego has been going on for some time. **Ken Helm** has been doing brake work and journal repacking on our in-town equipment. The wooden FGEX reefer and GATX tank car have been moved across the street from our siding at the La Mesa Depot. This involved laying temporary track across Lemon Avenue. Our Fairbanks-Morse H20-44 loco was fired up to do the actual moving, using the Seaboard coach as a handle to pull the two cars out. **Ken Helm** handled throttle duties and **Gaylen Dyreng** was brakeman. **Wally Barber** provided the spreader bars and cribbing for the track work.

TOURIST RAILWAY OPERATORS MEET IN TEXAS

The **Tourist Railway Association, Inc.** (T.R.A.I.N.) convention was hosted this year by the **Texas State Railroad** running between Palestine and Rusk in the woods of east Texas. The Texas folks treated the conventioneers to a great train ride that featured the nations's only operating ex-Santa Fe steam engine. At the midpoint of the twenty eight mile excursion, a photo run-by was staged featuring a double headed freight train and the passenger train as well! It **was** spectacular!



This is ex-Santa Fe light Pacific #1316 built by Baldwin in 1911. Now lettered Texas State Railroad #500, it is shown here about to whistle off with a six car train of conventioneers for a picturesque run through the east Texas woods. It is the only Santa Fe steamer in operation anywhere. (L. Rose photo)

PSRMA was represented this year by **Jim Lundquist, Barney Barnier, Larry Rose,** and **Steve Oualline.** Most of the convention festivities took place at a hotel in Tyler, Texas, and featured seminars on safety, welding and metal working, and gift shop operation. Of great interest to our guys was a seminar on wooden bridge inspection by the well known **Emmons Lancaster,** a bridge engineer and inspector for many years on the Boston & Maine.

One of the most fun and informative activities at this annual shindig is the bull sessions that one gets into with people in the tourist railway and operating museum business. Through old acquaintances and new ones, many approaches to common problems are discussed and great railroad gossip traded. Even representatives of a steam locomotive factory in communist China were peddling their wares at this convention! What great fun!

An after dinner speaker provided a most pleasant surprise for the attending PSRMA people. In the course of a talk and slide show about the military railroad service and training at Fort Eustis, Virginia, photos of our own locomotives #1809 and #1820 were flashed up on the silver screen. Small world!

Some of our guys even got in a side trip to railfan the Kansas City Southern in nearby Shreveport, Louisiana. On the way home, a stop was made at the Age of Steam Museum in Dallas. Even the downtown Amtrak depot was checked out as a four day railroading binge was indulged in to the max!

Next year's T.R.A.I.N. convention will be at Sandusky, Ohio, hosted by a nearby museum outfit. To find out what's going on in the business of historic railroading and passenger operation around the country is reason enough to attend these gatherings. The fun and camaraderie with other folks who love old time railroading makes these meetings addicting! Plan now to be free on the first weekend in November, 1987. The four guys mentioned above will be there for sure!

Tourist Railway Association INc.

TRAIN



Taking care of our San Diego & Arizona Railway involves a lot of mundane work which sometimes goes unreported. Getting our volunteers to do culvert cleaning as shown in this photo is vital to our continued operation. If culverts are allowed to stay blocked with weeds and dirt, it won't take too many rainy days before we suddenly don't have a railroad. Tracks hanging loose over an abyss where there used to be a culvert has been a common sight on the SD&A ever since the great flood of 1916. The guys with shovels in hand shown here know this only too well. They are (from Left) **Geoff Shepherd, Wes Wilson, Geoff Scheuerman, Steve Spreckelmeier,** and **Paul Westover.** Up on the track with the speeders, and staying safely away from the real work, is **Dan Robirds.** (L. Rose photo)

LA MESA DEPOT NEWS

by Margaret Collins

Due to the help of these loyal friends, we are able to keep our depot open. If anyone can be a docent on Saturdays or Sundays from 1:00 to 4:00, call **Margaret Collins** at **460-1242.** This is an excellent way to meet delightful people and show off our award winning depot.

Thanks to the Trail Setters (fifty of them!) for their tour of our depot and PSRM Campo. We appreciate the generous donation.

SEPTEMBER & OCTOBER DOCENTS

Julius Acevez	Margaret Collins (2)	Jack Ebey (2)	George Parish
Susan Brown	Dorothy Cotton (2)	Al Ellis	Don Pope (2)
Dan Botkin (2)	Wayne Davis	Bob Hull	Russ Stockwell (2)

Oktoberfest bake sale was another sell-out. The depot was at the center of downtown La Mesa's annual party again, and the depot fund again came away a winner thanks to this illustrious list of helpers and donors.

BAKE SALE HELPERS

John Bice	Carmen Donavon	Kay Montgomery	Teresa Retz
Patti Bice	Al Ellis	Bill Niedrich	Bruce Semelsberger
Mike Collins	Bill Evans	George Parish	Pearl Smith
Lyle & Dorothy Cotton	Hallie Holmes	Mabel Perrapato	Kay Stout
Wayne Davis	Nick & Lillian Kimler	Roy Pickering	David DiGiorgio--washing
Bette Donavon	Sheila McKay	Rachael Retz	depot windows

All of these folks have worked in some way for the past three bake sales. **Al Ellis** has donated the lemonade three years in a row. HUGS TO YOU ALL!! **Mike Collins** helped with the tarp and donations of Danish pastry for three years. What would we do without people like these! Roy, Wayne, Bruce--setting up, taking down, have worked two days 8:00 till 5:00 three years now, and **John Bice** has been moving supplies to and from the depot for three years.

DONATIONS (BAKED FOODS & CASH)

Bruce Andres	Tom & Evelyn Early	Ellie Klein	Don Pope
Cecil Badman	Jack & Ruth Ebey	Ted & Catherine Kornweibel	Patricia & Belden Rau
John & Patti Bice	Bob Eikel	Robert Malary, Jr.	Donna Regan
Nancy Bicknell	Al Ellis	George Medlin	Rachael Retz
Clifford & Myra Campbell	Bill Evans	Robert McGuire	Tanya Rose
Mike Collins	Raenel Floersch	Ann McVeagh	Eric & Ellen Sanders
Lyle & Dorothy Cotton	Barbara Foley	George Mitchell	Pam Smith
Sophia Crosley	Sara Fuller	John Nichols	Pearl Smith
Dan Dobson	Hallie Holmes	Barbarann Parker	Irma Starr
Harry & Marilyn Doering	Henrietta Kesckes	Karen Pennick	Alice Swiegart
Bette Donavon	Pat Kettler	Mabel Perrapato	Richard & Betty Teague
Carmen Donavon	Nick & Lillian Kimler	Roy & Rose Pickering	Midge Wing
Maude Dubke			

A big California star for **John Nichols**! He has come all the way from Escondido with pies warm from the oven for three years straight! Of course, it wouldn't be a bake sale without **Tanya Rose**'s Flaky Pineapple Squares!

THANKS TO ONE AND ALL!

OPERATING DEPARTMENT NEWS

Our San Diego & Arizona Railway continues into the fall months with no drop in ridership,. Tour buses arrive each weekend like they did during the summer months. Agent **Louise Reneau** and chief clerk and train announcer **George Heflin IV** have been doing a great job staying on top of ticket sales and office paperwork. Operations superintendent **Ron Hyatt** and trainmaster **Geoff Scheuerman** have kept the trains on time and have set up a very efficient rotation in our sixty person pool of brakemen, conductors, enginemen and on-board staff.

Communications between the train crew and agent's office is now handled on a nice set of hand held radios. The base station in the office is tied to a tall antenna attached to the car shop, allowing us clear reception over the nine mile length of our current operation. Hardware for a future repeater station is on hand at the museum when we push on to greater things in the years ahead. **Mike Panger** has set up the radio shop in the small office upstairs in the car shop. Mike's U.S. Navy career moved him to Hawaii last month (sounds like rough duty!) and we will miss him. The **Hawaiian Railway Society** will get a willing worker, however, so all is not lost. Meanwhile, **Craig Coney** has taken over as radio shop foreman when he's not taking his turn on the fire speeder.

Joe Beard has been appointed safety officer to ride herd over our excellent record and keep everyone on their toes. This is a very important position at the museum and everyone has been made painfully aware that we can't afford so much as a hangnail accident to passengers, visitors, or crew. Even the slightest problem would send nasty insurance repercussions through the tourist railway industry. Helping Joe in his new job will be the staff and crew for the entire museum!

Next time you are at the museum, listen for **George Heflin**'s classic Grand Central Station style train announcements over the P.A. system. George recently surprised everyone with a line from the old Jack Benny radio show when he announced foot connections to "Anaheim, Azusa, and Cucamonga"!

This activity has the largest participation group of any department in the museum. As a fund raising effort it is also the largest, funding all its own expenses, including insurance and track maintenance, out of the farebox. Thanks to all for making the first year of our SD&A operation a grand success!

RAILFAN PATROL NEWS

RAILFANNING ALONG THE THE SANTA FE

by Dick Schleicher

Southern California provides many and varied opportunities to observe and photograph the Santa Fe in operation. We want you to enjoy your pursuits safely and at the same time help to keep the excellent relations we in Southern California have engendered over the years with the Santa Fe. The basic thing to keep in mind at all times is the fact that the railroad is private property and any time that you are on that property without official permission, you are trespassing, plain and simple. The Santa Fe, like every other railroad, employs special agents who are empowered by law to act to protect the property of the railroad. Additionally, railroads present many hazards. Movements of trains or equipment could occur at any time; the right of way can be, and often is, littered with nails, spikes, tie plates, and many other items which could cause a fall. In addition, uninvited guests wandering around a railroad can often interfere with railroad employees in carrying out their assigned duties or distract them.

As ATSF Chief of Police, **Carl R. Ball** (who is also an active modeler and PSRMA member), has frequently stated: "The Santa Fe Police Department is not an adversary to the honest railfan. Quite the contrary, we can be a valuable resource and aid to the well-meaning fan. On the Santa Fe at least, a good place to start a railfanning trip is the local railroad police office to obtain permission, establish liaison and rapport, and seek advice." Chief Ball continues, "You'd be surprised how often such visits lead to a special agent offering a cup of coffee and telling the visitor about his own rail photography or model railroad, and even suggest good photo locations."

The Santa Fe police realize that as in any large group of people, there are a few "kooks" and dishonest people among railfans---just as there are among the nations's railroaders and municipal police officers. Because of their behavior, the few "railroad nuts" are the fans most frequently encountered by railroad police who may begin to stereotype all rail buffs as nuisances. The vast majority of railfans are mature and responsible hobbyists and they deplore the actions of those few who may give the hobby a bad reputation among railroaders. We here in Southern California in PSRMA have worked long and hard to gain the trust and confidence of the railroad and to help the railroad police in their efforts to combat illegal trespassing and vandalism. As a result, we have included a few simple safety rules and precautions that should make your efforts both productive and safe.

-Expect the movement of trains, engines, cars, or other equipment at any time, on any track, in either direction. Do not rely on others to give warning of moving equipment.

-Do not cross tracks closely in front of moving equipment. When crossing tracks, do not go within ten feet of standing equipment. When practicable, increase the distance. Be alert for unexpected movement of cars and engines.

-Stand a safe distance from passing cars, engines, or trains, and be alert for falling, protruding, or dragging objects. When there are two or more tracks, stay clear of all tracks until trains have passed.

-Do not step on rails, switch points, frogs, or guard rails.

-Do not sit on rails, or any portion of track structure. Do not sit on loading docks, platforms, or other such facilities that do not provide proper clearance.

-Always be alert for your own safety and those about you. Do not enter into altercations, play practical jokes, or indulge in horseplay while on railroad property.

-Do not at any time climb on any railroad engine or car without proper permission from railroad personnel with such authority.

-Do not become souvenir hunters. The property of the railroad is just that.

A FEW RULES FOR VISITING RAILROAD PROPERTY

-Upon arrival at a major yard or facility, park your car near the engine house or general office in their normal parking area. Leave your camera equipment in the car.

-Ask the first person sighted where the engine house or terminal superintendent, or railroad police office may be found. Upon locating the proper official, introduce yourself and those with you, explaining where you are from and what you are interested in obtaining. Only one person should do the talking, but every one with you should be present. You will find that the railroad official will be very co-operative in granting permission if he can, or very courteous in denying it.

-If given permission, ask about signing a release (if not asked already to do so.) If no release is signed, ask for the person's business card. You may be stopped during your tour and this will save time.

-RESPECT THEIR INSTRUCTIONS. If they tell you not to cross tracks then do not cross. Do not drive into facilities; leave your car near the office and walk (unless directed otherwise). Do not go into buildings unless given permission. If there are two or more of you taking pictures, stay together and make your tour.

-Upon leaving, return to the office where permission was obtained and thank them for the visit, advising them that you are finished and are leaving the property. Most railroads appreciate this very much.

Visits to the larger railroad facilities make up only a small part of Southern California railfanning. Most railroad photography takes place out in the boondocks in such places as Cajon Pass, Tehachapi, or along the coast toward San Diego and can be pursued in relative isolation and away from and off actual railroad property. There have been instances of rock throwing and even people shooting at the trains in these areas. As a result of this violence against the train crews, both the crews and the railroad police are becoming more and more apprehensive about people loitering around the tracks when a train is approaching. From a distance, they do not know if you are holding a camera, rock or gun, so a friendly wave as the train approaches goes a long way towards promoting good relations between the railfan community and the train crews.

Most all of the above boils down to good common sense and the respect of other people's property. following this can lead to a good day of railfanning with pleasant memories. The key word is S**AFETY.**

If you have any questions or are interested in joining PSRMA's Railfan Patrol, contact Railfan Patrol Director Dick Schleicher, Quarters "C", NTC, San Diego CA 92133.

RESTORATION NEWS (INDUSTRIAL ARCHEOLOGY)

by Norm Hill

7485

Final paint prep was completed by **Norm Hill**, **Bill Barbour**, and **Larry Rose.** The engine was repainted shiny black by Larry and Norm and now awaits a second coat of paint, then detail stripes and lettering.

SP 644

Our oldest caboose is now having its interior stripped. Now that **Ted Kornweibel** is finished with the carpentry, this will be the fourth caboose interior our restoration folks will complete. **Norm Hill**, **Bill Barbour**, **Tom Travis**, the **King** family, **Stuart**, **Sharida**, **Dominica** and **Kevin**, **Leo** and **Ava Sigrist**, and **Ken Faller** have begun stripping the car's walls. This car will be really good looking when we complete it next year.

SP 1058

Ted Kornweibel is building new windows for this car. We will place this "shack" on display next year at our La Mesa Depot and we are very lucky to have talented people like Ted who can do our carpentry.

ATSF 276594

We will soon be in the painting stage of our second boxcar restoration project this year. The car was sandblasted last year by **WESTERN SANDBLASTING.** We have recently begun the final paint prep. The car's sides and ends have been sanded smooth. We have cleaned the car's wheels and trucks, brake piston, air tank, triple valve, center frame and most of the car's steel under carriage. The new air powered needle gun in four days did what we used to spend months doing by hand. We also are cleaning parts of the car we have never been able to do. The work was really dirty. Years of road grease and grime had built up. **Dick McIntyre** did a super job on the car's damaged doors. One door that was stuck fast can now be opened with one hand. The restoration "regulars" **Norm Hill**, **Tom Travis**, **Bill Barbour**, and **Steve Norris** did the work on the car's underside. **Martin Nemerever** showed up after a long absence at the museum and worked really hard on the car. We're glad to have him back. Our museum is very lucky to have people who will tackle this very difficult work.

SD & A COACHES

Work continues on our fleet of six excursion cars. **Jim Hamill** has been a one man army working on the old Lackawanna veterans. Our first car, #250, has had the windows removed and all new glass installed. Jim has sandblasted and repaired our "new" light fixtures and many other parts. Two of our cars have been sandblasted and primered by a local company, **HYDRO DYNAMICS.** Norm lined up the sandblasting and painting.



Young **Earl Carlisle** loves the #104 and is not afraid of hard work. Here he is applying an anti-rust primer compound to the cab roof that he just finished sanding smooth. (L. Rose photo)

SD & A 104

Our worst looking steam engine is also the rarest artifact on the property. Its salt air damaged metal exterior is finally getting the attention long overdue for the only steamer in existence native to San Diego county. **Skip Carlisle** and his sons **Earl** and **Robert** have attacked the peeling paint and rust on this engine one square foot at a time. They took the cab roof down to the bare metal with two weekends of effort assisted by the **King** family. **Earl Carlisle** is leading the charge with a fierce determination rare for one so young. Armed only with hand tools and a gallon of chemical rust preventative, they have made a big dent in tomorrow's project today!

HONOR ROLL

Our railway museum effort is composed of millions of tiny pieces that are supplied by our 1500 members. Somehow these pieces, goods, services, cash and labor, all come together at just about the right time and place to make amazing things happen. This section of the newsletter is to see that the little pieces don't fall through the cracks and that efforts in our behalf are recognized properly to insure that the magic that keeps this outfit rolling will continue to happen. The generosity of the individuals and organizations herein listed have kept many projects moving and are laying the groundwork for many new ones. Even the largest machine won't run without the smallest screw in its proper place. Many thanks to all!

NORM HILL has donated a pair of new steel doors and frame, a keg of nails, electrical conduit and a box of foundation bolts. All of this stuff will be used to keep our car shop renovation project going.

LEE BURCH & SONS, grading contractors of San Diego, donated the use of a grader for a day which was used to cut access roads, fill erosion holes, and clean off a new storage area in the "north forty" at PSRM.

STEVE WADE milled an entire set of new hardwood window sills for SD&A coach #250. He donated all the materials required.

EDWARD T. LANUZA donated a seven volume set of records of steam locomotive sounds from the Rockies. All the Colorado narrow gauge lines are included. The recordings will make great "mood music" for the folks working in our library!

RAMI VANA of **BLUMER'S BAKERY** in San Diego has donated a commercial quality stove in nearly new condition for our kitchen at PSRM.

RANDY ROUSH of **APOLLO OIL** has donated two drums of lube oil that we are constantly in need of at the museum. This was a spontaneous gift from an SD&A passenger who had a great time riding with his family.

ROBERT DANIEL of Spring Valley donated a pair of coach seats from the Panama Railway.

TODD MC KAY of **MC KAY ROOFING, INC.** donated five gallons of roof seal mastic that has already been used to repair the roof on our SD&A office trailer.

JIM BOWLIN of Santee has donated three hand made Brazilian agate clocks, beautifully done pieces that will undoubtedly show up as fund raiser items at either our La Mesa depot or annual dinner raffle.

DR. DAN MARNELL has donated $1400.00 to our library book purchase fund! Dan has been leading the charge for the library project (see progress report elsewhere) and always takes his checkbook with him. He's got the true PSRMA spirit!

GEORGE PARISH donated a U.S. Army technical manual on military troop train car maintenance that includes much valuable data on our own army guard car #G-10!

BOB NICKLES donated a new head gasket for the high rail dump truck that we use as a tie hauler on the SD&A.

THE GENERAL FUND, the last resort for every utility bill and odd expense that we can't avoid, has received cash donations from **RON KENDRICK, RUSS KIMBALL, DEBORAH OGATA, THE TRAILSETTERS TRAVEL CLUB OF SAN DIEGO**, and the San Diego area **ROLLS ROYCE OWNERS CLUB.**

BILL BISHOP donated cash to the restoration fund specifically for caboose work.

JOHN BALDWIN donated big cash to our fledgling radio shop and to the fuel fund for Great Freight II. (See the SD&A report elsewhere for radio shop info.)

JAMES SLINGSBY sent in a cash donation earmarked for the #46 restoration fund with a request for a status report. (See good news elsewhere in this issue.)

MEMBERSHIP NEWS

by Tanya Rose

I have been watching with great enjoyment the neck and neck race between **Dr. Dan Marnell** and **Steve Wade**, our two leading contenders for the grand prize in our membership contest, a round trip ticket to anywhere PSA flies within the U.S. All the folks listed here are to be commended for enlisting supporters. There is still time for **you** to "beat the drum" and get your name put on this roll of go-getters. You have until the end of December to vie for the prize mentioned or a cab ride in a steam or diesel locomotive. As has been mentioned before, the membership **is** the strength of the organization. Help us to grow by recruiting members and take us just that much more closer to realizing our fondest dreams--a first class operating railroad museum! Call me at 619-469-3064 if you have any questions. Its always nice to hear from you!

CONTEST UPDATE

DAN MARNELL.....25
Steve Wade.....22
George Heflin, IV....7
Roy Pickering.....5
Dave Slater.....5
Diana Scheuerman.....5
Dick Ruppert.....5
Harry Doering.....5
Barbarann Parker.....4
Dick Pennick.....4

Barney Barnier.....4
Wally Schonschack...3
Tom Cheesborough....2
Jim Hamill.....2
Jack O'Lexey.....2
Nancy Getz.....2
Margie Provost.....2
Brian Valleau.....2
Gaylen Dyreng.....1
Lewis H. Teeter.....1

Darrel Bivans.....1
George Houghton.....1
John C. Cash.....1
Ken Martin.....1
Roger Garrett.....1
Glenda Jo Cox.....1
David DiGiorgio.....1
John Baldwin.....1
Larry Rose.....1
Gene Dramm.....1

Richard E. Drover.....1
Ed Duling.....1
Bob Spencer.....1
Scott Thompson.....1
Don Jones.....1
Charlie Wade.....1
William Attaway.....1
Vern Cook.....1
Hal Gasner.....1
Brett Tallman.....1

SUSTAINING
Loretta Proctor
Mr. & Mrs. Donald E. Dodson
Mrs. Edythe Shiffman

CONTRIBUTING
Alfons R. Bacon
Scott Killinger
Jeffrey D. Simmons
Cameron H. Lindsay
Grace Middlebrook
Hal & Leslie Carpenter

SUPPORTING
Mr. & Mrs. Jesse Miller
James C. Haugh

INDIVIDUAL

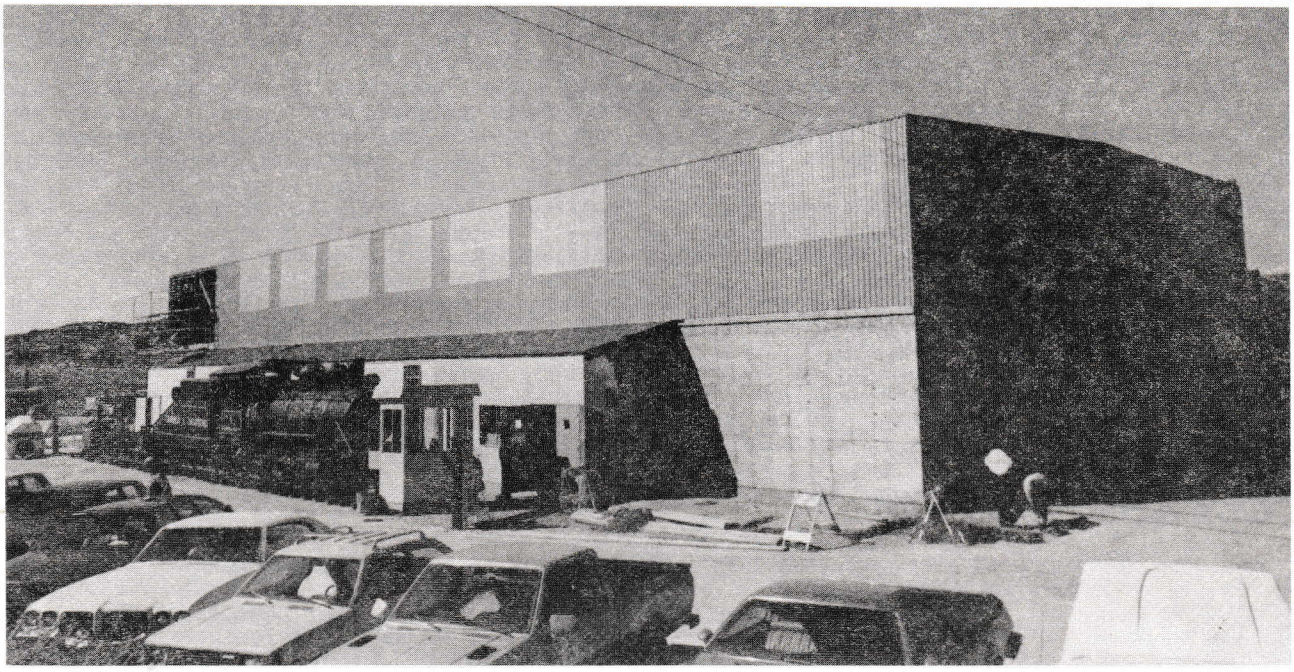
Jim D. Anderson
Paul Clifton
Ewald J. Greenwood
Samuel Frank
Rudolph H. Pfeiffer
Dale A. Smith
Mrs. Cille Castro
Jim Dykins
Margot MacDonald
Joseph Neves
Jim Tatum
Samuel T. Key
Ruben Contreras Arce
Edward Deems
J. Dean Hallford
Chloe C. McCue
Art Reuter
Francine M. Tono
Richard F. Cupp
Larry Hughes
Henry F. Maguire M.D.
Mrs. Virginia B. Smith
Charles J. Tracy
George P. Bradley
Maurice Fennell
Carolyn Kloth
L. McIntosh
Gary Sherrard
Yvonne J. Ashby
Jean Dierra
P. M. Johnson
Pauline McCoy
Steve Spivey
Bill Weeks
Patty Cameron
Robert D. Flowerree
Tony Kloth
Bob Moore
James C. Simmons
Norma Jean Carruba
William Doran
D. L. MacDonald
Jean Meiser
Richard Stanford
Philip C. Woods

FAMILY

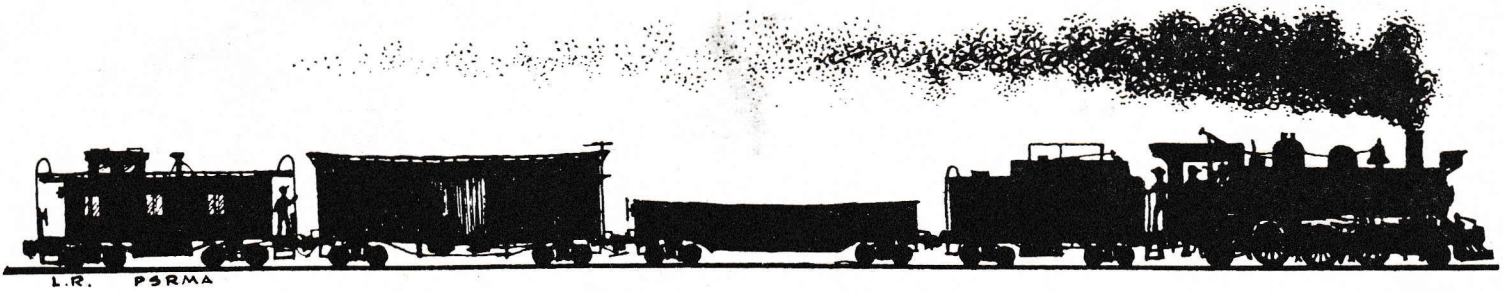
Paul J., Janet, Leisa & Lori Hagen
Joe Naftel & Debra Casho
Dan & Emily Walker
Steve Aquilino & Michele Murphy
George, Ann Marie & Gloria Glaeser
Keith & Karen Larson
Richard, Rhonda & Andy Rogers
Richard D. (Jack) & Chloe A. Waller
Milt, Adam, & Nicky Heger & Cara Wood
Daniel, Norma & Dwayne Runyan
Bob, Shari & Jonathan Ziprick
David & Geraldine August
John W. & Theresa L. Kernitzki
Mr. & Mrs. R. W. Madsen
John T. & Kathleen G. Tilton
Lee, Deborah, Carrie & Michael Tweeten
Bob & Jan McKittrick
Dean & Debbie Tedford
William H. & Estelle M. Holic
Robert J. & Elizabeth Hon
Louis & Jeanette Knobbe
Philip R. & Jerrine Moe
L. A. & Cathie Waldien
Shogo & Elizabeth Yamaguchi

IN MEMORIAM

We note with sadness the passing of member Berten M. Straw. Bert and his wife Alex joined PSRMA in June, 1976. I was one of the few who knew of Bert's long time struggle with illness. He never failed to greet me with a smile and friendly "Hello, Tanya!" whenever we met. Alex's strength and serenity under difficult circumstances is a beautiful witness to the power of love. God bless her and their family and many friends.



This photo shows the last segment of new siding going up on the south side of the car shop. The lower roof will be extended over the open area on the corner to provide a room for our new electrical service distribution panel. The crew will now move on to the west end, as the siding work will continue until the building is buttoned up tight. (L. Rose photo)

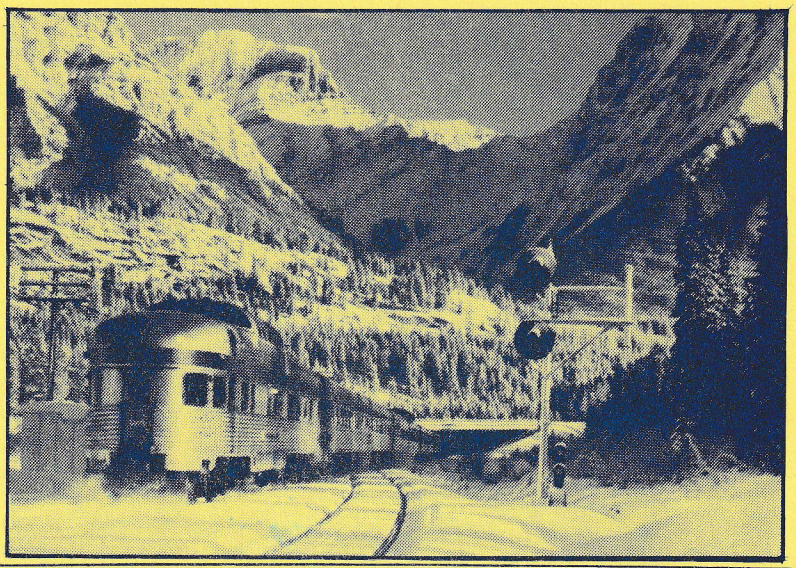


GET IN THE PSRMA HABIT!

PSRMA ***EXCURSIONS***

Snowflake Special
to the
Canadian Rockies

5 Days - March 4-8, 1987



Ever since the construction of the Canadian Pacific Railway over a hundred years ago, the Canadian Rockies have been a popular destination for visitors seeking magnificient mountain scenery. But, until recently, most visitors have come during the short summer season. Now, more and more are coming during winter to enjoy the awe-inspiring mountains and glacier carved valleys when they are mantled in snow.

This winter, Mountain Outin' will again visit Banff and the Canadian Rockies. We'll travel by train from Vancouver to Banff, enjoy two nights at the famed Banff Springs Hotel, explore the spectacular Icefields Highway, then return by train to Vancouver by a different route. It's a unique mid-winter trip, one which you'll not want to miss!

Wed. Mar. 4: This morning we travel to Vancouver where we board the *Canadian* to begin our journey to the Canadian Rockies. A full dining car and dome observation lounge add to the ambience of this classic train.

Thu. Mar. 5: Spectacular mountain scenery and a winter wonderland setting greet us this morning as our train ascends Kicking Horse Pass and travels through the Spiral Tunnels to the crest of the Continental Divide. At mid-day we arrive in Banff. An afternoon tour will take us to Cave and Basin Centennial Centre, site of the hot springs which attracted attention to this area during railroad construction in 1883, and Mt. Norquay, where it is often possible to see Big Horn sheep along the road. In late afternoon we check in at the famed Banff Springs Hotel, operated by Canadian Pacific.

Fri. Mar. 6: The day is at leisure in Banff. A number of interesting activities are available, including skiing, a variety of museums and galleries to explore, sleigh rides, a spectacular gondola ride to the summit of Sulfur Mountain, and a number of shops to browse. Your excursion Director will assist in making arrangements for you.

Sat. Mar 7: Today our chartered motor coach will take us over the famed Icefields Highway, in the shadow of the Great Divide. It is truly a winter wonderland, with frozen waterfalls, mist-shrouded glaciers, snow covered lakes and towering mountains on either side of the highway. Enroute, we'll have lunch at Chateau Lake Louise and visit the Columbia Icefield. After a leisurely dinner in Jasper, we board the *Super Continental* to begin our return journey to Vancouver.

Sun. Mar. 8: Scenery surrounds us this morning as our train follows the Canadian National route through the Fraser River Canyon all morning. A dome car adds to your viewing pleasure. Our evening flight will return us to our starting point, bringing to a reluctant close our mid-winter excursion to the Canadian Rockies.

FARES

Upper Berth	*$525*	*Roomette*	*$640*
Lower Berth	*$575*	*Bedroom*	*$675*

Single occupancy hotel rooms $60

The fares are from LAX, Burbank, Long Beach or Ontario. From San Diego add $20. From San Jose or SFO deduct $20. Fares are based on air fares in effect August 20, 1986, and are subject to change to reflect air fares in effect at the time your reservation is received. All fares are per person.

The fares include: all air, rail and motor coach transportation; sleeping car accommodations as selected (2 nights); 2 nights lodging based on rooms for 2 with 2 beds; transfers between airport, train and hotels; 4 meals; luggage handling of 1 bag; tour preparation costs; and the services of an experienced excursion escort. *Not included:* meals not specifically mentioned; individual activities at Banff; gratuities to train personnel and bus drivers; and items of a personal nature.

Special notice: All activities described in this brochure are, of necessity, subject to weather conditions. We reserve the right to alter the itinerary, including deleting promised activities, as may be necessary for the safety and well being of the passengers. No responsibility can be assumed for changes in the itinerary, delays, or additional expenses which may result due to circumstances beyond our control.

RESERVATIONS

Rolland Graham
PSRMA Excursions

Post Office Box 70
East Irvine CA 92650

(714) 837-9061 (7-11 am)

RESERVATION REQUEST

Train Accommodations

___Upper Berth ___Roomette
___Lower Berth ___Bedroom

Lodging

___Single ___Twin
___Non smoking ___Smoking

Departure airport: _____

Divide. At mid-day we arrive in Banff. An afternoon tour will take us to Cave and Basin Centennial Centre, site of the hot springs which attracted attention to this area during railroad construction in 1883, and Mt. Norquay, where it is often possible to see Big Horn sheep along the road. In late afternoon we check in at the famed Banff Springs Hotel, operated by Canadian Pacific.

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RESERVATIONS: A $200 per person deposit will hold your reservation until January 27, 1987, at which time the balance is due.

CANCELLATION POLICY: A full refund, less a $100 airline cancellation fee, will be made on reservations cancelled prior to January 27, 1987. Refunds on reservations cancelled after January 26, 1987 will be made subject to recoverable costs and a $25 service charge. Trip cancellation insurance is available to cover the non-refundable portion of your payments under certain circumstances. Inquire for details.

RESERVATIONS

Rolland Graham
PSRMA Excursions

Post Office Box 70
East Irvine CA 92650

(714) 837-9061 (7-11 am)

RESERVATION REQUEST

Train Accommodations

____Upper Berth ____Roomette

____Lower Berth ____Bedroom

Lodging

____Single ____Twin

____Non smoking ____Smoking

Departure airport: _____

____Enclosed is $200 per person deposit. (Balance due by January 27, 1987.)

Name _____

Street _____

City _____ ZIP _____

Telephone (_____) _____