



May-June '87

REPORT

No. 210

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



PSRM RUNS PASSENGER TRAINS IN MEXICO!

PSRMA is now an international operating railway museum! Our San Diego and Arizona Railway operated special excursion trains from the Tecate Depot to the border, a twelve mile round trip, on the first two weekends in July. Our regular excursion business operated out of the museum at Campo, as usual, at the same time. Twelve trains of antique equipment operated, six on each side of an international border, in one weekend, entirely staffed by volunteers! It was so much fun we did it again a week later! Has such a thing ever been done before anywhere in the world!? We doubt it. Looks like another first for PSRMA! By the way, the Tecate trips broke a thirty six year passenger service drought from that station!

The details of this stunt make interesting reading as the lead article in this issue of the museum newsletter. Thanks to **Rene Scheuerman**, a conductor on this special run, for providing this photo of the museum train at the Tecate Depot.

MEXICAN CONNECTION ESTABLISHED AS PSRM RUNS THE "TECATE EXPRESS"



The main industry of Tecate is brewing beer. The brewery is the dominant structure of the town and is right behind the depot. This view of the station, built in 1919, is toward the northeast with SD&A coach #255 in front. For a similar view of this depot with nothing near it but a wooden water tank, see Bob Hanft's book "The SD&A, The Impossible Railroad", page 105. (Rene Scheuerman photo)

The last time a passenger could buy a ticket on an eastbound train at the Tecate Depot was in 1951. When the museum's "Great Freight II" rolled through Tecate last February bound for Campo, several thousand people turned out to see it. The town's officials realized they had lost something significant thirty six years earlier and asked PSRMA if we could run an excursion special south of the border sometime soon. We promised them we would try and immediately started looking into the complexities of running an international operation.

Executive Director **Jim Lundquist** worked out the details with U.S. Customs officials to get our trains across the border and took care of railway arrangements on both sides of the line. To his surprise, during the set up process nobody said "no" and suddenly it happened! Jim quickly found out how helpful a bi-lingual wife can be in such an operation. **Belinda Lundquist** handled tickets sales in Tecate and saw to it that nothing got lost in translation in dealing with our Mexican friends.

The actual operation details for the "Tecate Express" were a little bizarre. The customs people would not allow loaded passenger trains to cross the border. This is because the crossing takes place inside a tunnel more than a mile from the nearest road. The empty train had to cross the border during a weekday because customs doesn't do special inspections on weekends anymore. **Vern Cook** and **Gaylen Dyreng**, our retired members, had to run the equipment down to Tecate on Friday afternoon and bring it back to the museum on Monday morning.

Special tickets were printed in Spanish for our Tecate connection and SD&A coaches #250 and #255 were selected to roll behind MRS-1 #1809. The next problem to overcome was the lack of a run-around siding between Tecate and the border. Rather than back downhill six miles, our 45 ton switcher #7485 was put on the end of the train, making the "Tecate Express" a true "push-pull" operation. This made for a kind of funny looking train, but at least both engines were painted in black and silver.

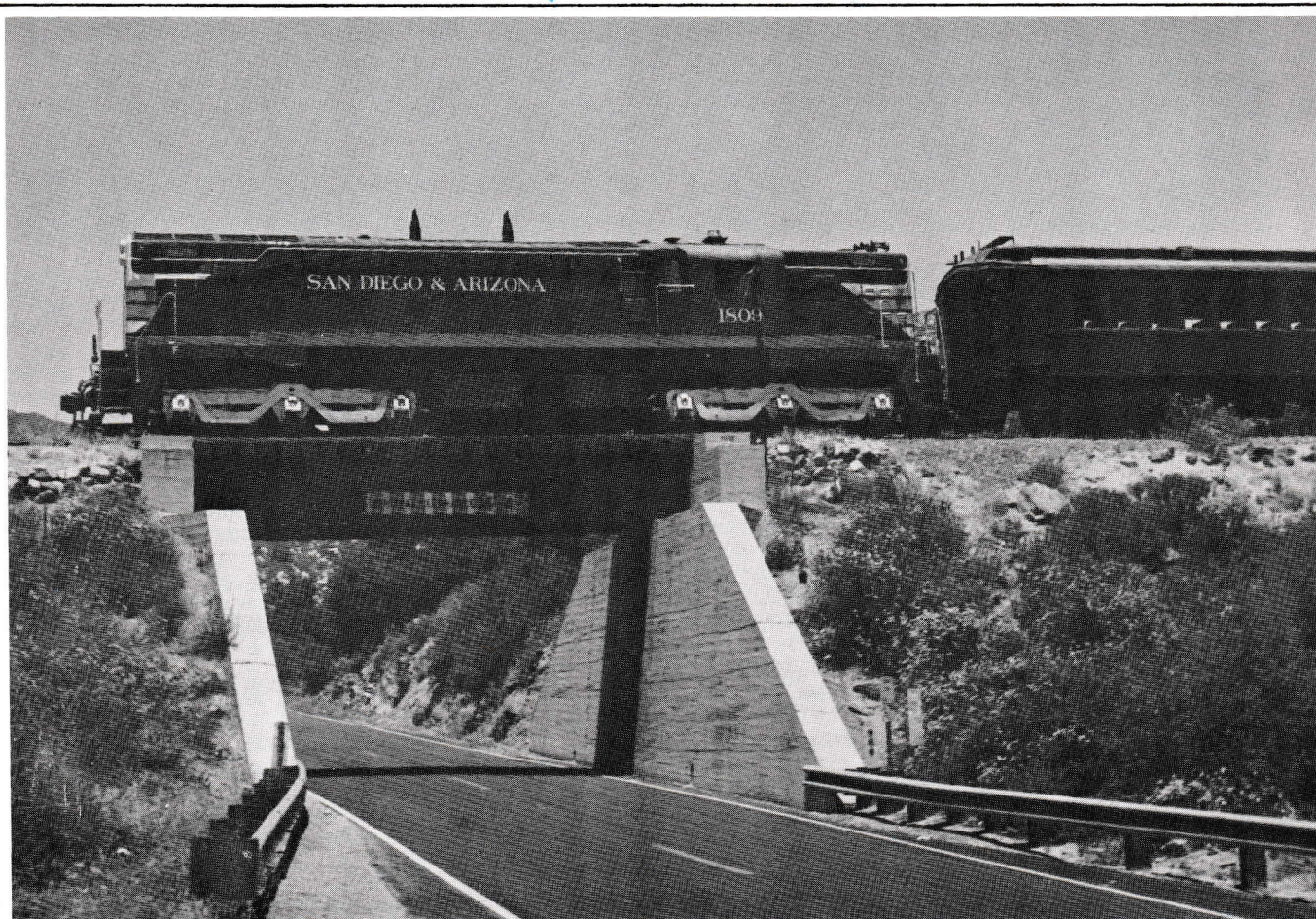
Meanwhile, a double crew had to be called, stretching our pool of qualified trainmen to the limit. The available equipment was also stretched to the limit. Coach #255 was pressed into service before its windows could be installed. A temporary safety bar was bolted across the open frames and painted Pullman green to match the car. The Fairbanks-Morse H20-44 loco, still covered in cement dust, had to carry the load on our regular operation out of Campo with only AT&SF cafe/observation #1509 available. The U.P. cars with non-openable windows are an oven in the summer and have been set aside until the winter schedule starts in November.

Norm Hill and a tiny handful of car restorers are working hard to get more of the ex-Lackawanna commuter cars converted. They nearly had coach #251 ready but the wheels had to be turned to get rid of the flat spots. The "Tecate Express" got underway with #251 still up on blocks in the yard and it's wheels in a machine shop fifty miles away.

Ridership on the special was disappointing on the first day but it picked up quickly when word got around. A lot of people put in long hours to make the "Tecate Express" a reality, as we continue to undertake major projects with far too few people to cover all the bases adequately. The extra effort by the Operating Department deserves better recognition and thanks than they will get with this article. We put on a fun show and the folks in Tecate loved it. The fact that it had never been done before is almost routine with this outfit these days but is nonetheless quite exciting.

It is hoped that the "Tecate Express" can become at least an annual event. A special excursion over the entire 44 mile length of the Mexican government owned Tiajuana and Tecate Railway all the way to San Diego is a distinct possibility, also. Now that the precedent has been set with this first Mexican excursion, anything can happen and probably will.

Many thanks to Jim and Belinda and the Operating Department staff for pulling this one off. What can we do for an encore? Carriso Gorge starts just 26 rail miles east of the museum. **Why Not!?!**



Its Friday afternoon and SD&A Extra #1809 West is heading for Tecate. U.S. Customs would allow no passengers to cross the border by rail and would check this empty train across only on weekdays. The location, milepost 60.9, is the bridge over Highway 94, built in 1914, about five miles west of the museum and about a mile from international tunnel. (L. Rose 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

SHIP & TRAVEL SD&A ALL THE WAY

CAMPO DEPOT INCLUDED IN NEW FIVE YEAR LEASE!



The Campo Depot has been included in our five year lease recently approved by owner MTDB and their short line operator San Diego and Imperial Valley Railway Co. Custody of the 1916 structure has eluded PSRMA since we moved to Campo in 1983 and now, at last, we have access to it and about ten acres of land that stretch from the museum about 3,000 feet west to a point near the old stone store.

This photo shows the depot looking east. Our Fairbanks-Morse locomotive is switching on the siding at left. The white water heater enclosure at the corner of the building was a Kyle Railways "improvement" added during their one year occupancy of the station in 1982-83. No exterior maintenance has been done on the depot for twenty years or more and it is in severe need of restoration.

As soon as the depot is cleaned up, our SD&A operation and our gift shop will be based out of here. The parking lot, partially visible to the right in this photo, will be where all visitors to the museum will park. It is large enough to handle 420 cars and six tour busses at the same time! A rail shuttle will transport guided tour groups from the parking lot to the museum located just beyond the trees in the center of the picture.

A detailed presentation was made by museum president **Bob Eikel** to both MTDB and their contract freight operator as part of the lease renewal process. Museum architect **Larry Rose** prepared drawings of the entire site and the depot itself, which were hand colored and mounted on presentation panels. Larry let the newsletter slip farther behind schedule as this was done, but this project was the year's number one priority after movement of Great Freight II.

Larry and **Barney Barnier** are working now on a project schedule and budget for the restoration of the depot. A team of helpers is being recruited also. Wood shop wizard **Steve Wade** has promised to help with the carpentry, but we still need weed choppers, painters, gardeners, window glaziers, plumbers, roofers, trash truck drivers and **CASH** donors! Interested members are encouraged to call Larry Rose now and get on the project team list. (619-469-3064)

Getting the Campo Depot open for business is a major museum goal dreamed about for years. The dream can be realized now if enough people will help. Picnic grounds, exhibit space and public toilets are part of the improvements planned for the depot grounds. Lots of bucks and lots of volunteers will be required to complete this project in a timely manner.

Work will start this summer and should be on a full roll by fall. We hope to start running our winter SD&A program out of here by December, if not sooner. "Sooner" means **YOUR** participation is required. Please call now or look up Larry or Barney at the museum any Saturday. Details of this major project will be covered more thoroughly in the next newsletter. Meanwhile, rejoice, PSRMA, another important milestone in museum development has been reached. (L. Rose photo)

LA MESA DEPOT STAFFERS

by Margaret Collins

With the lovely weather, there are always visitors happy to find the museum open--when we can keep it open! This is sometimes difficult, as some of our regular staffers are taking all or part of the summer off. Please call me at **460-1242** if you would like to offer your services, or if you have helped before but we haven't called you lately. It is a way to meet the greatest people!

We expect to see more tour bus groups next season, as the ones so far seem to have been popular. Another Smith Tour group stopped by June 20th on their way to Campo, and seemed very appreciative of what they saw.

DOCENTS FOR JUNE

Dan Botkin
Susan Brown

Margaret Collins
Mary Crawford

Jack Ebey
Joe Laurent

Eric Sanders
Russ Stockwell

FIVE YEAR PLAN ADOPTED

by Robert E. Eikel, President
Board of Trustees

These are exciting times for the Museum. The successful conclusion of the first year of train operations at Campo demonstrated the ability of this organization to pull together to reach one of its long-held goals, and a major milestone on its way to becoming one of the major railway museums of the country.

In setting the Museum's course for the future, the Board of Trustees, after careful consideration, and broad input from the Museum's membership, has adopted a Five-Year-Plan that will make us, by 1991, not only an important railway museum, but one of the most significant museums of the San Diego and Southern California region. PSRM will be unique in having three locations, each contributing to the Museum's overall goals.

CAMPO MUSEUM AND RAIL OPERATION

The Museum at Campo will be expanded over the next five years, and will remain the heart of the Museum's collection of full-size rail equipment and rolling stock. Regular train service will be extended, to encompass five-day-per-week operations during the tourist season, with regular runs to Tecate, Baja California. Existing shop and storage facilities will be expanded, and docent-led tours will allow visitors to tour the complete facility.

LA MESA DEPOT

This exhibit is essentially complete, but will be enhanced with an automated sound program. At the touch of a button, the visitors will be treated to a history of the building, the railroad's role in the development of La Mesa and eastern San Diego County, and an explanation of the artifacts visible in and around the depot structure. Sound effects, to help re-create the feel of train-time La Mesa circa 1900, will complete the presentation.

CENTRAL SAN DIEGO EXHIBIT HALL AND THEATER

A location in central San Diego will enhance the Museum's ability to present a broad general picture of rail history to a very large segment of the tourist population and local residents. A high-traffic, high visibility location will also help direct the visitors' attention to the museum's other two locations in Campo and La Mesa.

During the past year, the Museum has been active in the effort to save the Thompson Medical Library Building at the Navy Hospital in Balboa Park. This structure has been targeted as ideal for the Museum, and efforts are now underway to secure its use.

The building will provide 6,200 square feet of exhibit space and archival/research area. Exhibits planned are largely interactive and will tell the railroad story in San Diego and the Pacific Southwest. The facility will also house a gift shop, administrative office space, and a reference library.

Achieving these ambitious goals will require a nearly full time coordinated effort. To that end, the Board has engaged a Director of Development, **Mr. Michael O'Leary**, thanks to the generosity of **Dr. Dan Marnell** and **Mr. John Parker**, who are underwriting the Office of Development.

As part of the campaign to create a greater awareness of the Museum in the larger San Diego community, the Board of Trustees is proposing to sponsor RAILFAIR '88, to take place in May of next year. This will coincide with the twenty-fifth anniversary of the Museum, the Santa Fe's observance of the centennial of its operations in California, and with the regional convention of the American Short-Line Railroad Association. Cooperation of Santa Fe, the Metropolitan Transit Development Board, Amtrak, the California State Railroad Museum, and the San Diego and Imperial Valley Railroad is being sought, together with the railroad supply industry. Among the events planned are a display of rail equipment in downtown San Diego, a special passenger train from Campo to San Diego and return, and a Silver Anniversary banquet at the Santa Fe Depot.

RAILFAIR '88 will be a big undertaking, but it promises to be only the kickoff for even greater achievements in the Museum's second twenty-five years of growth.

NEW TRUSTEES NAMED

Two new names have been added to the roster of trustees, **Rene Scheuerman** and **Bill Schwartz**. We are pleased to have them on board.

Rene Scheuerman is an active volunteer in the Operations and Mechanical Departments of the Museum, and has worked in PR, having created the first "Golden State" poster to promote our SD&A train service. Prior to retirement, Rene worked for the County of San Diego and before that, for the Air Force and Convair, working on the Atlas missile program. He grew up in Chicago, where he bought his first copy of MODEL RAILROADER in 1946. He has been a avid "0" gauge modeler ever since. The museum is a family enterprise for the Scheuermans. Rene's son, Geoff, is Trainmaster in the Operations Department (and is a "real" railroader in his own right, working for the SD&IV on the five days of the week he's not working for the SD&A.) Rene's daughter, Diana, heads up the Gift Shop at Campo, where she is assisted by her mother and grandmother!

Bill Schwartz is a partner in the law firm of Worley, Schwartz, Garfield & Rice, specializing in land use, transportation, and public agency law. Before entering private practice, Bill was for several years Deputy County Counsel for San Diego County. He is a native of Bellefonte, Pennsylvania, and was educated at Penn State and the University of Pittsburgh. Railfanning runs in his family too, as his father-in-law is active in the Bellefonte Central, which recently returned the famous Pennsy K-4 Pacific to service. (See the latest RAILFAN & RAILROAD magazine.)

GIFT SHOP STAFFERS

Diana Scheuerman is developing a fine stable of helpers who are averaging sales of \$300 a day in our gift shop. Diana is going to school and working a regular job while running the gift shop also. Her staffers have been **Roy Pickering**, **Belinda Lundquist**, **Cliff Pennick**, **Carol Westover**, and the **Kauffman** family. Diana takes her turn behind the register too, of course, and about the only thing she doesn't do is provide the REPORT editor with a list of her staff. This list had to be done from memory so I hope I didn't miss anyone. Thanks to all for a splendid effort.

INDUSTRIAL ARCHEOLOGY

(RESTORATION NEWS)

by Norm Hill

GATX 79923

We waited more than ten years to begin work on our second GATX tank car. I am very proud to report that PSRMA now has **two** restored tank cars. Both trucks were totally cleaned, with all the wheel crud and baked on grease removed. The frame, tank supports, handrail, steps, ladders, brake cylinder, triple valve, air tank and brake piping were needle-gunned, wire-brushed and detailed to help insure a long lasting paint to metal bond. The tank's sides, ends and domes were carefully sanded. Hundreds of rivets were detailed. The car was professionally painted by **Bob Toledo**, the owner of **MISSION PAINTING**. The persons involved in this restoration project were: **Tom Travis**, **Bill Barbour**, **Ken Faller**, **Steve Norris**, and **Norm Hill**. We had some super help from **Martin Nemerever**, **Dan McLean**, **Jack O'Lexey**, **Manoah Hall**, and **Wayne Davis**.

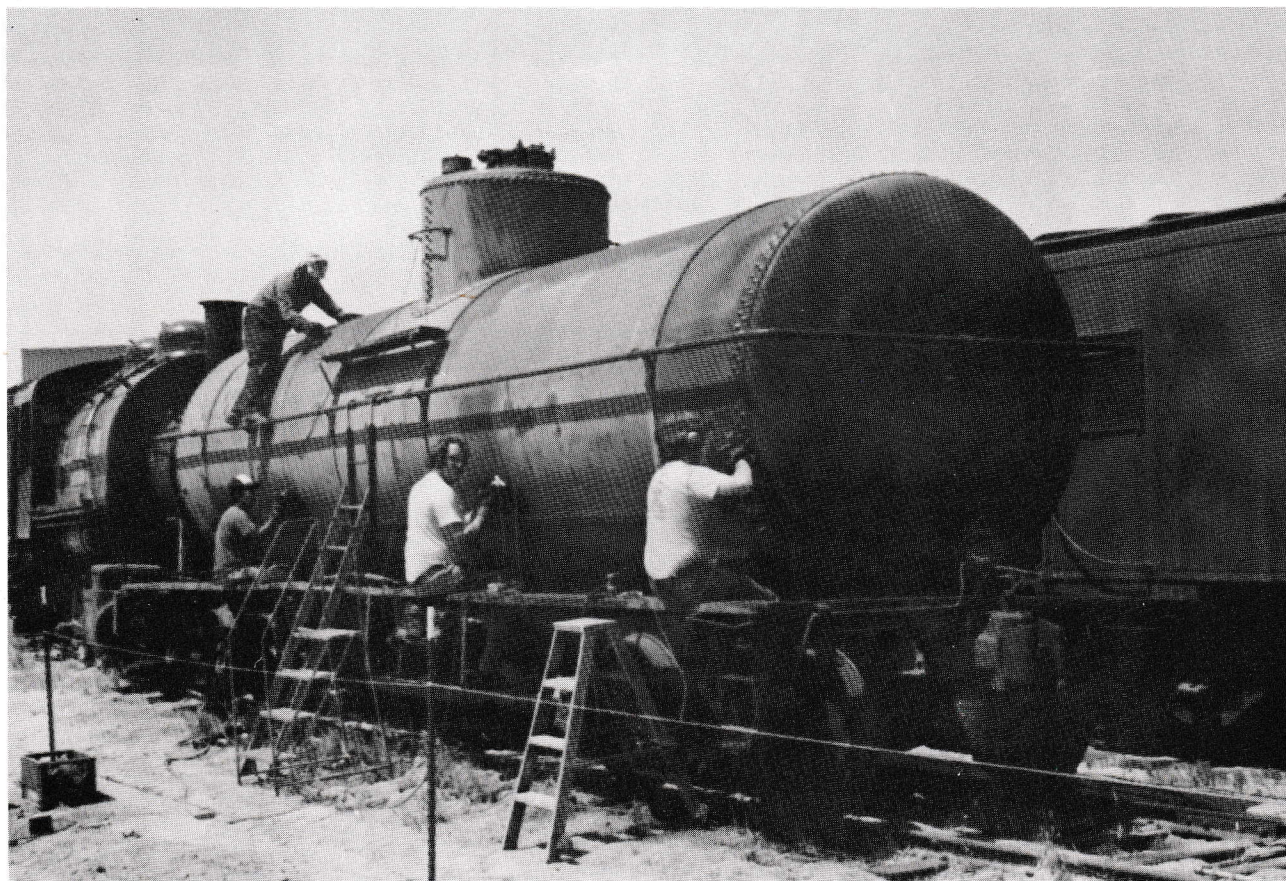
GATX 34569 (SWPC 138)

We began work on our museum's third tank car while we were painting the second one. This car came from Southwestern Cement Co. several years ago as their No. 138. While detailing the trucks, we discovered that they are S.P. wheel sets. Letters "S.P." were cast in the frame and painted S.P. letters and numbers were found. The numbers on both trucks appear to be the same. The tank is quite different from our other two and is of all welded construction, nary a rivet anywhere. The GATX markings were found by **Larry Rose** when the car was first acquired. If **any** reader has any knowledge about our S.P. or GATX tank cars, please contact **Norm Hill**, (619)-442-6922. We'd like to correctly determine when the car might have been re-trucked. Or did GATX acquire this car from S.P.? So far, no S.P. markings have been found on the frame or tank.

We have, in only two weekends, cleaned all the wheels and both trucks. Part of the main frame has been stripped to bare metal. **Bill Barbour**, **Tom Travis** and **Norm Hill** are the major players in this project. We hope by the **next** REPORT to have this car painted.

C&O 90751

Ted Kornweibel and **Frank Stites** have removed all the old wood siding on one side of the car. They have already begun installing new siding, customed milled by the **LA MESA PLANING MILL**. Our goal is to do both sides of the car in two months. **Norm Hill**, **Steve Norris** and **Manoah Hall** primed the new wood. **LA MESA PLANING MILL** also has duplicated the unique wood window casing. **Ted** and **Frank** are really doing a super carpentry job on our museum's only eastern "shack". The "little red caboose" of story book fame is a great contrast in style and appearance to our otherwise all-western caboose collection.



Funding for sandblasting this tank car was not available, so the restoration crew sanded it down by hand over a period of several Saturdays. Most of the people who did the work are shown here, from left: **Martin Nemerever**, **Tom Travis** (standing on railing), **Norm Hill** and **Bill Barbour**. (L. Rose photo)

SMV RAILBUS

This almost dormant project has been brought back to life again by one person, new member **Walter Vaughan**. Walt has repaired the front bumper, replaced bolts on the frame, scraped and washed windows, and is now re-attaching the "bonnet" (hood). He has made countless small repairs and is machining many missing parts himself. Walt is a great example of how one person can really make a difference in our restoration program.

ATSF 1304

I am very happy to report that our former Santa Fe library/buffet car has been professionally sandblasted and primed Pullman green. **Bob Toledo** painted the car. Our goal is just to get the car's outside presentable for the time being. New plywood for covering the windows has been cut and primed by **Norm Hill** and **Charles Alban**. We hope to begin on #1304's metal repairs in 1988.

SP 1058

Our restoration troops are now working Wednesday evenings at our La Mesa Depot display. **Norm Hill** and **Tom Travis** have removed all the old wheel crud in just two evenings. **Bruce Semelsberger** helped detail the car's trucks. **Dan Williams**, the owner of **CHASTAIN SIGNS**, has done a super job relettering this shack from a tracing **Larry Rose** took from the car the day it was sandblasted. New windows are in the works. **Doug Kerr**, an out of town member who has built so many caboose items for PSRMA, has agreed to rebuild the doors and make new windows. If you are interested in restoration in-town, call **Norm Hill**, 442-6922, and join the fun.

PFE 11207

Our PFE reefer at La Mesa was recently steamed cleaned by a company called **RIG SHINE**. Twenty years of old road grime disappeared in one day to produce a beautiful Daylight orange refrigerator car. It looks so good, the locals think we just painted it! The restoration troops have already started on the car's wheels and trucks as part of the Wednesday evening sessions.

PFE 300010 UP 498769 UP CABOOSE 25247

All three cars were dramatically improved as **RIG SHINE** again was called upon. They steamed cleaned the cars' exteriors and now they really look impressive. A simple steam cleaning has made them appear like they were just painted.

SD&A 250, 251, 253 and 255

A great deal of work has been put forth to continue improving our tourist train. **Jim Hamill**, **Ken Helm** and **Paul Bortell** continue to rebuild, sandblast, primer and final paint what seems like thousands of windows. The first three cars now have very good looking rubber vestibules built by **Dick McIntyre** and **Jim Hamill**. **Scott Thompson** has assisted in this work. New members **Wayne Davis**, **Linda** and **Keith Larson**, and **Jack O'Lexey** have completely sanded car #253's exterior sides, ends, and vestibule. **Dick McIntyre** continues to do metal repairs to the car's end area. He also rebuilt a trap door. The interior was sandblasted, primed and painted in a traditional cream color. **Larry Rose**, **Jim Hamill** and **Paul Bortell** re-installed the baggage racks. New end steel plates were installed over end windows by **Tim Floersch**. Tim also helped sand the car's exterior. **Norm Hill** and **Dan Haggarty** needle-gunned the car's trucks on one side. The battery boxes, air tanks, and other miscellaneous undergear has been sandblasted and painted black. **Jim Hamill** is also re-doing all the wooden arm rests. He does this work to "relax" at home.

Steve Smith, who works as a welder at **WESTERN STEEL COMPANY**, cut all the unnecessary electrical hardware from three of the former Lackwanna cars. All six of the 1925 vintage former electric transit cars are now coaches. Special thanks to **Harry Hurry**, **Gaylen Dyreng** and **Norm Hill** for all the debris cleanup.

One of our former Air Force cars also had some work done on it. **Larry Rose**, **Joel Cox**, **Harry Hurry** and **Bob Umstead** installed new safety railing over the car's windows so it could be used as a shuttle from the old stone store in Campo to the museum on bar-b-que day. **Steve Smith** removed one long cat walk. The two smooth sided government cars are scheduled to be converted into coach/lounge cars in U.P. paint scheme to blend in with our Union Pacific cars and engine.

We really appreciate all the members who are beginning to come out and work on our tourist cars. Thank you **Linda** and **Keith Larson**, **Wayne Davis**, **Carl Fritzges** and **Walter Vaughan** for all your help.

SD&A 050

The restoration workers are really impressed with the way **Olivia Neece** and **Brendon Bluestein** have stripped entire wall areas around the car's solarium windows. They have done a very professional job. If we had ten more people like Olivia, the whole car would be paint stripped in a month! Nice work!

The wood shop, needed to support a full-out effort on this car, is progressing nicely. **Steve Wade**, **Joel Cox** and **Larry Rose** have installed new work bench tops. Larry donated a 12 inch radial arm saw which Steve and Joel built into a new work bench at the wood storage end of the shop. Larry and Joel rebuilt and installed a heavy duty woodworking vise on a bench at the other end of the shop. Larry turned a new hickory handle for it on a wood lathe he donated a few years ago. At last, we found another use for our many broken spike maul handles!

GRANT RECEIVED FROM CITY OF LA MESA

It is time to paint our multiple award winning depot and spruce up our in-town exhibit. We applied for funds available for various La Mesa Community enhancement projects. The city has granted us all of the funds we asked for totaling 5,350 bucks!

Museum president **Bob Eikel** was instrumental in getting the grant paperwork filed. A day after the grant was announced, **Larry Rose** was doing a slide show luncheon program for the La Mesa Rotary Club. Mayor **Fred Nagle** and City Manager **Lee Knudsen** were there and Larry was able to thank them and the city personally from the podium in front of the business leaders of the community. (Incidentally, the slide show on museum development was a big hit with the La Mesa folks and several new members were signed up.)

Harry Doering is the Depot Exhibit Coordinator and work is already underway to get the station and locomotive and cars cleaned up and painted. **Norm Hill** has organized a Wednesday evening work detail to augment the regular weekend work party at the depot. To get involved, call **Harry Doering** at 465-7261 or **Norm Hill** at 442-6922. Many hands will make short work of this project.

LOTS OF FUN HAD AT BAR-B-QUE BASH



This year's bar-b-que was a manageable affair compared to the wild blast we had last year with turn away crowds. Only about 800 people showed up this time and we didn't make the big bucks like we did last year. However, the gift shop had sales of \$1200, their best day ever and everyone had a good time with no waiting in long lines to get food or beer.

This photo shows the folks eating in the car shop on benches built by **Ted Kornweibel** and several others just for the occasion. **Scott Thompson** and his business student friends from San Diego State University set everything up, including a catered roast beef dinner and live bluegrass music. All the regular staff dropped their projects to clean up the shop and grounds for this party. The SD&A crew ran extra trains, including a one car shuttle train from "downtown" Campo. Thanks to all for a super effort! (L. Rose photo)

UNSUNG HEROES

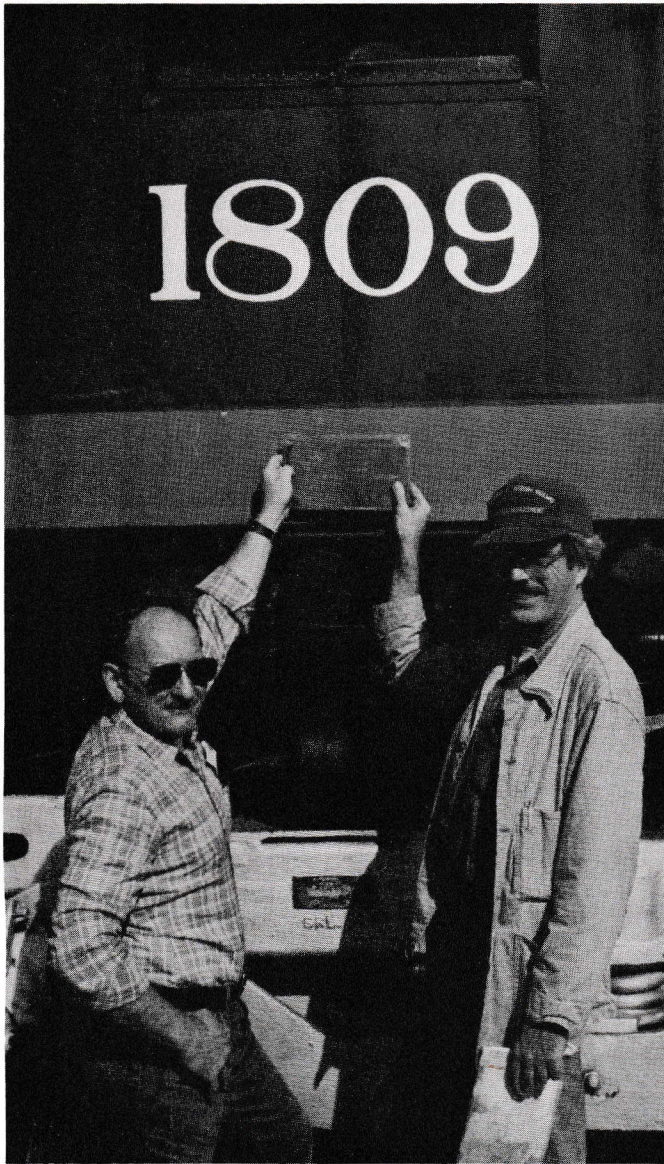
In the Operations Department there dwells a young person of impressive competence and drive. He has taken on the work of retiring Chief Agent **Louise Reneau** in addition to his jobs as Chief Clerk of our railroad, Chief of Dining Car Service, chief train announcer and barman aboard the #1509. This whiz kid is **George Heflin IV**, who will no doubt be president of a railroad someday. He is only sixteen now but should be running a big main-line outfit by the time he's thirty. This guy is another **Joel Cox** type, a hard charger mentioned elsewhere, but with more of a natural executive flair.

George has a great feeling for railroad tradition and imparts this to the passengers in everything he does. He shows up at the museum Friday night and locks the place up Sunday evening. Many expected him to burn out quickly like a meteorite glowing brightly for an instant before breaking up in the atmosphere but he has showed everyone he is made of tougher stuff. He is the right person in the right place at the right time for PSRMA. He has been handling everything beautifully for two years now and all of the staff is doubly impressed. This kid and a few others like him are the future of the organization, a future that now looks very bright indeed.

The most time spent on behalf of PSRMA by any individual is accomplished by the membership director, who works at her job seven days a week. Even with this, she found time last month to muck out toilets at PSRM and go to the Campo dump with the REPORT editor with the weekly trash run. Crawling around on hands and knees with a scrub brush in the museum toilets is not the most fun job at PSRM and neither is the dump run, but it has to be done every week. Its just as important as pulling the throttle on the engine or punching up a sale on the register in the gift shop. The train making up PSRMA is a mile long and if it comes apart anywhere along its length the whole train stops. **Tanya Rose** knows this well and is a PSRMA secret weapon that is long overdue for a pat on the back.

With people like this going that extra mile for us, how can we fail? Steam in Carriso Gorge is an absolute certainty! It is only a matter of time, and a short time at that. Special thanks this month to George and Tanya for showing us how to get there.

EMD PLATE RETURNED TO SD&A LOCO!



The long lost builder's plate for locomotive #1809 has returned! This photo captures a moment in railway and locomotive preservation which must be super rare. We have never heard of such a thing happening before! Once a high value collectible like this disappears into a private collection, that is usually the end of it even if the locomotive is later restored.

On the left is new member **Walter Vaughan** who, along with long time member **Dave Slater**, is placing the plate in its rightful spot below the cab window of our 120 ton MRS-1.

Walt maintained the #1809 at Vandenberg Air Force Base more than ten years ago while working for United Technologies. His company had the contract to supply and install Titan missile components which were moved around the base by rail. Walt's boss gave him the builder's plate when #1809 was retired in recognition of his considerable efforts to keep the engine in good repair. When #1809 left Vandenberg, Walt thought he would never see it again, assuming it was on its way to scrap.

He soon gave the plate to a railfan friend of his in Lompoc. Walt forgot about the plate until he happened by PSRMA in April and immediately recognized engine #1809, to his amazement, still alive and in robust health. He met Dave Slater, who also encountered the MRS-1 locomotives while in the Army years ago, and told him that he would try to recover the plate for the museum.

Walt, who collects tinplate toy trains, had to trade an old Lionel transformer to his Lompoc friend to get the plate back. Dave arranged for the brief ceremony under the engineers' window of #1809 so the REPORT photographer could record this rare event and share it with the membership.

Walt is now donating his time and mechanical ability to PSRMA and can be found most Sunday afternoons at the museum working on the Santa Maria Valley railbus. He also showed up at the REPORT editors' house in La Mesa at just the right time to help fold and assemble newsletters, a Thursday night ordeal known to last into the wee hours. Walt came, saw, returned an important artifact and stayed to help. This is the essence of the spirit of PSRMA's volunteers. Welcome aboard, Walt, and many thanks for reuniting #1809 with its builder's plate, a most rare happening in railway history preservation.
(L. Rose photo)

RARE SD&A CHINA DONATED

An anonymous donor has enriched this museum with four pieces of the rarest of all railroad china. Through dining car service lasted only fourteen years on the San Diego and Arizona and the original china disappeared soon after Southern Pacific took over the railroad in 1933. The editor of this sheet had never seen a whole piece of SD&A china until this gift arrived last month.

We now have a large serving platter, two double egg cups and a mustard pot with lid, all with the distinct San Diego Short Line logo. All are in near mint condition. The only SD&A china item we have ever seen advertised in a china collector's catalogue sold two months ago for nearly \$900!

Museum president **Bob Eikel** has loaned these artifacts to the San Diego Trust and Savings Bank for display under glass with their existing collection of railroad china until we have a more secure spot to keep these very valuable hen's teeth scarce items. These dinnerware items match our reproduction plate pattern exactly, having only lots of hairline cracks in the old glazed finish. The reproduction plates now on sale in our gift shop are as close as most collectors will ever get to the real thing and they are a whole lot cheaper!

LIVE STEAM MEET TO BE HELD AT ROHR PARK

PSRMA member **Scott Lewis** cordially invites all PSRMA's to the Chula Vista Live Steamers Annual Fall Meet on September 4, 5, 6 and 7. He advises that you arrive at 10 or 11 a.m. or you might have difficulty finding a place to park due to picnic crowds. "Announce yourself to any CVLS member as a PSRMA member and we'll show yah around", says Steve. If you have any questions, call Ace Weschstadt at 422-3175 or Scott Lewis at (day) 421-3254 or (night) 690-3421.

HONOR ROLL

PSRMA has been the beneficiary of several rubber tired donations in the last year. At the top of the list is **ROBERT J. HANNAH** of Oakland who donated a '37 Ford Coupe. The fully functional vintage machine sat in Jim Lundquist's garage for months while Jim and Barney Barnier looked for a buyer. The Ford eventually netted \$4,000 for PSRMA!

Next came **JACK STODELLE**, a life charter member who drove a 1957 De Soto to Campo one day to see if we could also turn a buck on it for the museum. **Barney Barnier** fenced this classic car also, getting \$1,500 for the General Fund.

DICK MC INTYRE was next up donating his diesel powered Ford pick up truck. This machine is too useful to sell and now works for the museum every weekend (just like it did when Dick had it!) This truck is worth at least \$3,000 and has lots of life in it yet. Dick has a fancy new truck now that he uses to haul his tools to the museum every weekend and his old one now lives there all the time. Thanks, Dick!

Many other donations of goods and cash have been received since the last newsletter. For the #2353 rebuild fund we have cash donations from **WALLY SCHONSCHACK** and **ROBERT CLARK**. From **JOHN INMAN** of Campo we have cash for six ties. (After a big Buy-A Tie chart in the last issue we will try to collect a sizable group for a recognition chart for the next newsletter.)

LINDA LADD donated five desks from her bookkeeping office in El Cajon. **Larry Rose** and **Harry Hurry** picked up the excellent quality furniture that has been placed in storage for our future in-town office in Balboa Park.

STEVE HAEMIG, a blueprinter, has donated a large roll of various locomotive blueprints which he has collected from his business for several years.

LARRY ROSE donated a 12 inch radial arm saw and a box of new paint brushes, stuff that was put to immediate use.

HARRY HURRY has donated hot lunches to our Sea Bee Reservist friends for the last two months at their regular museum work sessions. Harry also did the cooking and cleaned the kitchen afterwards!

We sincerely hope that no donations of miscellaneous goods and services slip through the cracks, but sometimes they do because the REPORT editor just doesn't find out about them. These donations are the life blood of PSRMA, enriching the efforts of every department. Thanks to all who have helped move us so far in so short a time.

RIDING THE RODS

by

S. L. Burnett

It's hell when the cinders come flyin'
A peltin' and beltin' like hail,
With a purr like a kettle-drum's rattle
To the rat-a-tat-tat of the rail,
And the tender ahead is a-swayin'
And tossin' and jumpin' like sin,
And the smoke blows in gaseous billows
With hot cinders that blister the
skin.

To be drenched by cascades of water
That the old girl takes on the fly;
To cling to the "blind" in cold misery
While the fire-glow blazons the sky.
And the wind in a demon-like frenzy
Batters and whips in its flight,
And the engine exhaust sounds like
chuckles
As she shrieks and sways through the
night.

I've ridden luxurious Pullmans,
On a one-inch rod underneath,
Where Death sat watchin' and grinnin'
As I hung by the skin of my teeth.
The hurricane deck of a diner,
As smooth as the back of a mule,
Hurled me through gas-choking tunnels,
A thrill for a wandering fool.

With boards on the rods of a rattler,
I've jolted and clattered my way;
Reefers, tank cars and gondolas,
I've ridden 'em all in my day.
The pilot I rode in a blizzard,
Crouched 'neath the pulsing exhaust,
As white as the snow-filled rock cuts
That the nose of the pilot tossed.

I've ridden 'em all in my roamin'
from 'Frisco to rocky old Maine.
My tongue has parched black in the
desert
'On the guts of a limited train.
I've clung for my life through the
Rockies,
Dizzy and pantin' for breath,
Whirlin' through snowsheds and tunnels
Filled with the vapors of death.

I've been kicked off at lonely way
stations
At tanks and out on the plains
But before the old girl could get goin'
I'd dive for the brake-beams again.
Alas, those days are now over;
The years have stopped me, it seems;
But still, I can walk by the Main Line
And live 'em again in my dreams.

SAN DIEGO STREETCAR SYSTEM 100 YEARS OLD

Believe it or not, San Diego's first electric streetcar system began operating 100 years ago! In the spring of 1886 owners of the San Diego & Old Town Street Railway Company made an agreement with the owners of the Electric Rapid Transit Company. The agreement gave the Rapid Transit Company rights to build overhead wires above the Railway Company's soon-to-be-built tracks. The system of overhead wires would supply electricity which would power the railroad cars that had previously been pulled by steam engines or horses.

The November 20, 1887 edition of the SAN DIEGO UNION described the event, "Yesterday morning the electric motor commenced running through to Old Town and the residents along the line are no longer bothered with coal smoke and shrill tooting of the steam engine."

On November 22, the SAN DIEGO UNION deemed the experimental line a success, "It starts, stops and moves promptly and smoothly. The passenger as he marvels at the mysterious power that propels him, marvels at its transmission in such strength through the medium of an overhead wire..."

MECHANICAL DEPARTMENT NEWS

1820

Our second MRS-1 restoration effort has been moving along well under the guidance of **Dick Cupp** and **Jim Stafford**. **Stan Paulsen** has also been helping at least once a month. Things had been going along smoothly until a short was found in the main generator. This may not sound like a difficult problem for the uninitiated but the generator weighs about six tons and has to be lifted out of its slot in the frame to be serviced. The hood will have to come off along with a lot of other parts in the way. The wrench work involved in this has already started. If everything was easy it wouldn't be any fun...right??

SP 2353

Work continues on this big steam engine every weekend. The driving axles and pony truck have had all the bearing surfaces polished. The power reverse and air pumps have been removed for servicing. The tender has been jacked up and the trucks rolled out and disassembled. The axles will have to be turned. **John Ashman** is the project honcho. **Jim Rasmussen**, **Doug Mick**, **Geoff Scheuerman**, **Carl Fritzges**, **Joel Cox** and **John Buzzell** have been the most visible workers. An entire family of new members have also worked on the big ten wheeler. They are **Ed**, **Mary**, **Vinh**, **Earl**, **Anne** and **Angela Kauffman** who just joined last month. This is the kind of involvement that makes good things happen!

JACKSON/JORDEN TAMPER

The hydraulic pump has been rebuilt and reinstalled by **Harry Hurry**, **Joel Cox**, **David DiGiorgio** and **Charles Alban**. The tamper is now on line with all functions tested and in good order. This machine belongs to board member **Wally Barber** and we have been using it for years to maintain both our yard tracks and the SD&A main line. In exchange for this loan, we fix anything that breaks.

SD&A COACH 251

This car had developed a few flat spots on its wheels during its 3,500 mile trip from New Jersey out to San Diego. Our mechanical department lifted it off its trucks last month and sent the wheel sets to a machine shop in Seeley near El Centro, the home of the nearest lathe big enough to turn them. **Jim Stafford** provided the semi trailer rig to transport the wheels. **Vern Cook** did the lifting with our truck crane and **Ken Helm**, **Gaylen Dyreng** and **Joel Cox** did the disassembly work. The wheels were turned and hauled back up the mountain a week later and the same team put everything back together. The car was up on cribbing only two weeks and is now back in service on our SD&A. Good show, fellows!

MEMBERSHIP NEWS

by Tanya Rose

I have received some of the nicest and most uplifting notes tucked in among the many membership renewals and member additions. The fan mail goes a long way in keeping us fired up and changes some potentially impersonal correspondence into a lovely way to know some of you better. It is great to relate a personality to a filecard and it makes this aspect of museum work far from boring.

Our warmest greetings to you, our newest additions. Many thanks to all who have upgraded their membership status. ALL of you, whether long-time or recent supporters, are most appreciated!

SUSTAINING

Charles J. McNary

LIFE

#73. Marion F. Henderson

CONTRIBUTING

Woodward T. Gorse
Robert E. MacGregor

Dr. Henry W. Louria, Jr.
Ed, Mary, Vinh, Earl, Anne & Angela Kauffman

SUPPORTING

Kris Reiter Alvin E. Wolfe
Walter Vaughan

FAMILY

Bob & Mary Hanbury
Joan & Al Weiss
John C. & Margaret A. Cash
Harold & Anita King
Leonard W. & Mildred A. Lefler
John G. & Kathleen H. McHorney

Donald J., Joyce, Patrice & Joy Pendzimas
Kenneth C., Jane A. & Gregory Reiter
Jocelyn M. Faulkner & Tomio Wheelock
Bill & Michael Satzer & Joyce Mitchell
Richard & Carol Johnson & David & Greg Duval
Tom Corcoran, Suzanne Ditmars, Eric & Heidi Bracht
Albert S., Marilyn M., Karen, Pam, Andrew & Steve Keevil

Joe & Dee Myers
Ed Ryan & Liz Reimers
Barbara & Jean Marrot
Alan & Nancy Willis
Mr. & Mrs. Mark Hamerness

INDIVIDUAL

Tracy Brooks
Tony Joulsohn
Kay Scott
Floyd C. Chandler
Christopher Magallon
Mark Smith

Leslie A. Byers
Mrs. Moira H. Kuhl
Robert L. Tucker
Joseph K. Davie
Larry E. Moore
Jean E. Twiss

Dolores Castaneda
Helen W. Mowers
Robert Umstead
Ed Flaughner
Mary Jane Moore

Robert B. Clark
Paul Ruppert
Robin D. Becker
Violet Giekas
Rich Reiser

Jonas Hiser
Peter Schulze
Buzz Berger
Jerry Gillam
Mary E. Schulze

I am looking around for someone who can temporarily take over the membership processing duties should I have need of it. I have often thought how nice it would be to have a backup person to rely on in case of illness or just wanting to go for a short vacation. I've not had the opportunity to "get away from it all" for quite some time now. (Eleven years!) If you would like to "learn the ropes", get in touch. All you need is some typing ability. Call me at 469-3064 to find out how easy it is.

FACILITIES REPORT



A new electrical enclosure has been added to the car shop. After **Barney Barnier** and **Ed Duling** combined to get the slab poured, the framing went up in a single day. The new addition is shown here in the final framing stages. **Joel Cox** is on the roof installing plywood roof sheathing. The weekend after this photo was taken saw the entire addition plywood skinned and a new pair of steel doors installed. The week after that **Harry Doering**, **Larry Rose** and **Joel Cox** shingled the roof.

It is hard not to say lots of good things about young **Joel Cox**, a student at the University of California at Berkeley. He is putting in long weekends at the museum while on his summer break. Joel participates in everything that needs doing. His contribution starts each Friday night when he gets off his summer weekday construction job in town. He shows up at the museum at 5:00 p.m. and puts in a strong seven hours. Saturday is a sixteen hour effort in behalf of PSRMA. On Sunday, Joel rests a little and puts in only ten tough hours of work at the museum! Joel is holding our terribly understaffed facilities department together and every time he hears someone talking about some project we should be doing, he immediately hollers "Let's do it now!" The soft spoken lad doesn't say much more than that before the sawdust starts flying. Amazing!

Compare this photo with a similar photo published eight months ago on page 12 of REPORT #206. The place is changing and improving all the time. Thanks to people like Joel, it is now happening in weeks instead of years!
(L. Rose photo)

CARRISO GORGE TUNNELS PLUGGED!

In order to preserve the railroad in awesome Carriso Gorge, PSRMA has decided to plug the tunnels at each end. Plug them with heavy steel gates, that is. With the blessing of MTDB and SD&IV, the first gates have been installed at the portals of tunnels #20 and #21 at the east end of the gorge near Dos Cabezas.

Jim Stafford of the museum mechanical department has been the project honcho. Jim designed and built the gates and supervised the delivery and installation. **Tom Pyle's** high rail equipped dump truck (also reactivated by Jim Stafford) was used to haul the 16 foot high gates up the railroad from the east end. Helping Jim were **Dave Shaffer**, **Mike Pfulb**, **David DiGiorgio** and **John McGuire**.

A pair of tunnels on the west end will also be locked up. Those gates are under construction now. It is hoped that these heavy duty gates will discourage off-road motor bikers from doing further damage to the ten miles of railroad in the gorge. There are twenty four wooden trestles and sixteen wood lined tunnels along this most rugged section of the San Diego and Arizona Railway. Two of the trestles and one of the tunnels have already been destroyed by vandals and represent over a million dollars damage. If we are to save the nation's most spectacular section of mountain railroad for the next phase of museum development, action has to be taken now to stem the tide. Thanks to Jim and friends, we have taken the first steps to preserve a national treasure.

