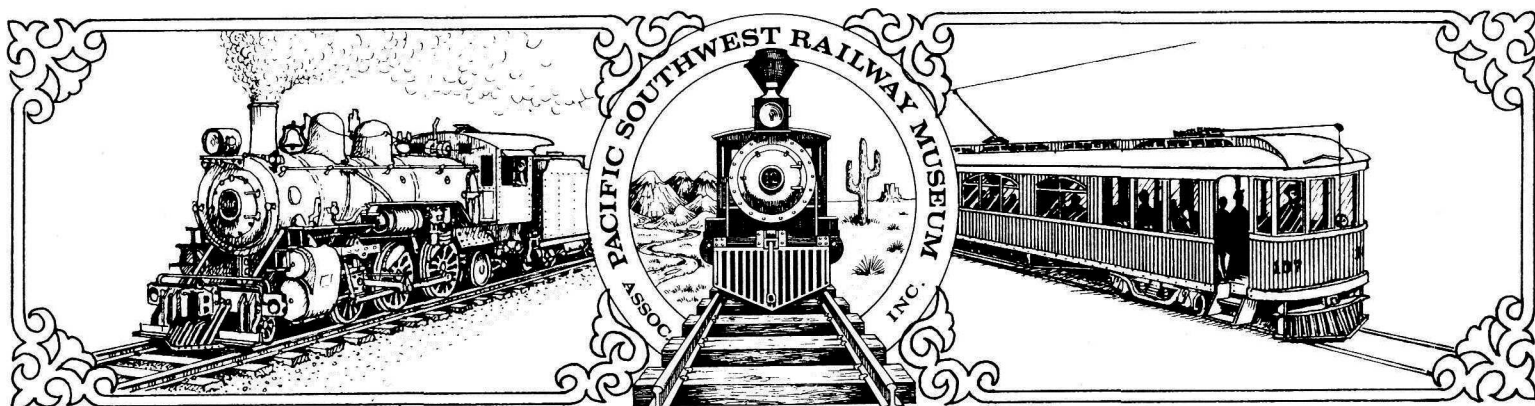




July-Aug. '87

REPORT

No. 211

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

KEEPING THE SPARKLE IN THE JEWEL



LA MESA DEPOT GETS FACE LIFT

Since its restoration in 1981, our award winning La Mesa Depot has been open to the public every weekend and has been a classic centerpiece for the community known as "The Jewel Of The Hills". It was noticed that our 1894 station was looking a little faded earlier this year and if we wanted to remain the center of the jewel we had better get it painted soon. The work was accomplished by our volunteers last month, funded by a "beautification" grant from the City of La Mesa. This photo shows the crew for the first work session, from left: **Norm Hill**, **Bruce Semelsberger**, **George Medlin**, **Ken Faller**, **Harry Doering** (on ladder), **Bill Barbour** and **Tom Travis**.
(L. Rose photo)

La Mesa Depot Painted

Our La Mesa Depot has received two awards for excellence in historic preservation. The San Diego Chapter of The American Institute of Architects gave us the coveted "Orchid" award in 1981 and the Save Our Heritage organization of San Diego honored the station a few years later. Recognition like this demands that the depot be kept looking spiffy at all times so, last month a crew was assembled to give the old station a good going over.

The grant from the City of La Mesa, reported in the last newsletter, was used to buy materials and many of the members involved in the initial restoration turned out to provide the labor. The depot had to be sanded down before being prime painted, so **Norm Hill** brought his restoration team down from Campo to do what they do best. Many others pitched in and the sanding and white primer job was finished in one weekend. Another two weekends saw the application of two coats of golden ochre and brown trim finish.

The work went quickly thanks to a large crew and a terrific lunch provided each work day by **Margaret Barksdale, Patti Bice** and **Mabel Perrapato**. The PSRMA "Ladies Auxiliary" saved the crew a lot of time and were a much appreciated part of the team.

The baggage cart also got a new paint job, as even the detail elements got full attention. This work was done during **Norm Hill's** Wednesday evening sessions. Even the enameled Railway Express Agency signs were waxed by **Tanya Rose** as everything on the depot was made to sparkle. There are only a few details left to complete on the depot as this is written. **Norm Hill** and friends have even completed the tough job of detailing and painting the trucks and underbody gear of our P.F.E. reefer and S.P. caboose on our track adjacent to the station.

The biggest job on the depot grounds still to be done is the repainting of Mojave Northern 0-6-0 #3. This is not as tough a job as it sounds because its only been about ten years since we last painted this old steamer and its in pretty good shape. The cab interior has already been painted by **Steve Norris** and **Larry Rose** during one of the Wednesday nighters.

Here's the list of the workers involved so far: **Bill Barbour, Wayne Davis, Ken Faller, Tanya Rose, Larry Rose, Harry Doering, George Medlin, Norm Hill, Bruce Semelesberger, Tom Travis, Steve Norris, Steve Wade, Doug Harley** and **Harry Hurry**.

Want to help? A simple phone call to **Norm Hill** (442-6922) will get you involved. Not into physical labor and paint in your hair? Then call **Margaret Collins** (460-1242) and help staff our freshly painted depot. Here are the folks that have been greeting visitors on Saturday and Sunday afternoons for the last few months. **Margaret Barksdale** (2), **Dan Botkin, Margaret Collins, Al Ellis** (2), **Joe Laurent** (2), **Mabel Perrapato, Donna Regan, Eric Sanders** (2), **Russ Stockwell, Pat Kettler, George Parish, Wayne Davis** and **Roy Pickering**.

Staffing hours are 1:00 to 4:00 weekends. It is a great way to promote the museum and talk to folks about our railroad heritage. Call Margaret now and help show off a beautifully restored small town railroad station.

Facilities Report

The new electrical service switchboard had been installed in our electric equipment room. **Barney Barnier, Dave Robison, and Dale Prescott** installed the heavy panel on a raised wood floor built by **Larry Rose**. The next step is up to SDG&E to upgrade our power to three phase with a new underground service.

A new steel door frame was installed in the storeroom across from the gift shop. **Ted Kornweibel** and **Larry Rose** did the work. The wood shop ceiling was finally painted by our Membership Director **Tanya Rose**. **Tanya** also cleaned several years worth of spiders and dead bugs out of the light fixtures in the wash room. **Skip Carlisle** also helped **Tanya** mop and clean the toilet rooms, a job also done many times by **Jim Rasmussen**. Those regulars at Campo who noticed the clean shower can also thank **Tanya**; it took her two hours to clean up that slime pot!

The metal siding project continues. **Barney** has about 3/4 of the west end of the car shop covered with enameled steel siding over a new plywood skin. Working on the project with **Barney** have been **Dale Prescott, Larry Rose, Jim Rasmussen** and **Paul Bortell**.

Work has progressed on switch seven in the lower yard area. The ties are laid out and the straight rail spiked through as this is written. Our Sea Bee Reservist friends are handling this project on their monthly visits.

The gift shop and new electrical equipment room now has fire sprinklers, thanks to a super donation by the **WORMALD FIRE EQUIPMENT CO.**, who provided all materials and labor. **Wormald** even provided chrome trim rings around the sprinkler heads for the suspended ceiling in the gift shop. **Barney Barnier**, who made the contacts for this donation, installed the suspended ceiling tiles, doing a perfect job cutting in the trim rings.

Al Keevil, a new member and retired civil engineer, is helping **Charles Alban** locate and stake track centers for planned additions to our yard. **Al** is also doing survey work to re-establish a benchmark down by the Campo Depot as plans for the restoration of the station and improvements of the grounds are moving along.

The Facilities Department has many big projects now underway and a monster project waiting in the wings down at the depot. The small group of regular volunteers are spread very thin and reinforcements are sorely needed. If you can help even one day a month, or whatever, call **Barney Barnier** at 271-1197 or **Larry Rose** at 469-3064 and get involved.

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

INDUSTRIAL ARCHEOLOGY

(Restoration News)

by Norm Hill

SP 1058

Our La Mesa caboose has had its wheels, trucks, and undergear parts cleaned and wire brushed. Most of the work has been done on Wednesday evenings. The work was done by **Steve Norris**, **Bruce Semelsberger**, and **Tom Travis**. **Norm Hill** did the painting when everything was finally ready. **Doug Kerr** came down from Irvine and picked up the caboose's doors and measured the car for all new windows which he will build in his home shop.

C&O Caboose

Ted Kornweibel and **Frank Stites** are making nice progress replacing the car's outside wood. One side has new 1x4 wood siding and the specially milled window material has been installed. **Tom Travis** and **Bill Barbour** removed the old siding on the car's second side. This will be the museum's first car to get all new siding.

Tank Car

Our museum's third tank car is now being worked on. Again, our restoration people have removed all the wheel crud, needle gunned and grinder brushed the trucks and removed all old paint from the car's main frame. This project's workers have been **Norm Hill**, **Tom Travis**, **Bill Barbour**, and **Carl Fritzges**.

PFE Reefer

We have made some nice progress on our refrigerator car in La Mesa, also. Again, the car's undergear has received a lot of attention. Its wheels, trucks, and brake hardware have all been cleaned up and painted. This car has been worked on by **Norm Hill**, **Steve Norris**, **Ken Faller**, **Bill Barbour**, and **Geoff Shepherd**. This is tough, filthy work but our in-town exhibit now really looks sharp.

SMV Railbus

Walt Vaughan continues to work on the railbus engine. He has installed new spark plugs, coils, wiring and many new engine parts. He is very careful and is doing a first class job. Walt keeps a donation can nearby during his Sunday afternoon work sessions and many visitors have been "feeding the kitty" to encourage him to keep plugging away.

Carriso Gorge

Olivia Neece continues to strip the car's interior walls. I think it is wonderful how she works on this 1910 Pullman car almost entirely by herself. The car, formerly owned by SD&A builder J. D. Spreckels, is the museum's most historically important passenger car. You can help Olivia by coming out to help clean the old paint off the car or simply donate what you can to keep her in paint stripper and steel wool. Olivia is an interior designer from Los Angeles and is every inch a lady, but when she gets her working clothes on and wades fearlessly into the toughest restoration job at the museum, she shows everybody she is made of tougher stuff than her petite stature would indicate. Olivia is our restoration hero of the month!

SD&A Coaches

A lot of work has been done on the conversion of the six Erie Lackawanna cars into tourist cars. The first three now have rubber "tube" safety diaphragms built by **Dick McIntyre** and **Jim Hamill**. Many window frames have been sandblasted, primed, reglazed and painted Pullman green. Dozens of light fixtures have been sandblasted and primed. Wood armrests have been stripped, restained, and reinstalled in several cars. One car has almost one whole end near the floor replaced. The fifth one was recently sandblasted by **HYDRODYNAMICS SANDBLASTING CO.** and painted by **Bob Toledo**. The museum now has three cars painted Pullman green and two more cars primed. Special thanks must go to **Jim Hamill**, who works constantly on these cars. **Ken Helm** has worked many days on what seems like "hundreds" of windows. **Paul Bortell**, **Ted Kornweibel**, **Charles Alban**, **Dick McIntyre**, **Norm Hill**, **Carl Fritzges**, **John Buzzell**, **Tanya Rose**, and **Greg** and **Peter Henry** have all worked on this car since the last REPORT.

SD&A 104

Skip Carlisle and his boys **Earl** and **Robert** are still chipping rust off this locomotive and have painted several parts. After thirty years of neglect, it doesn't take long for Skip and his boys to make a noticeable dent in the decay that was once so evident on this engine.

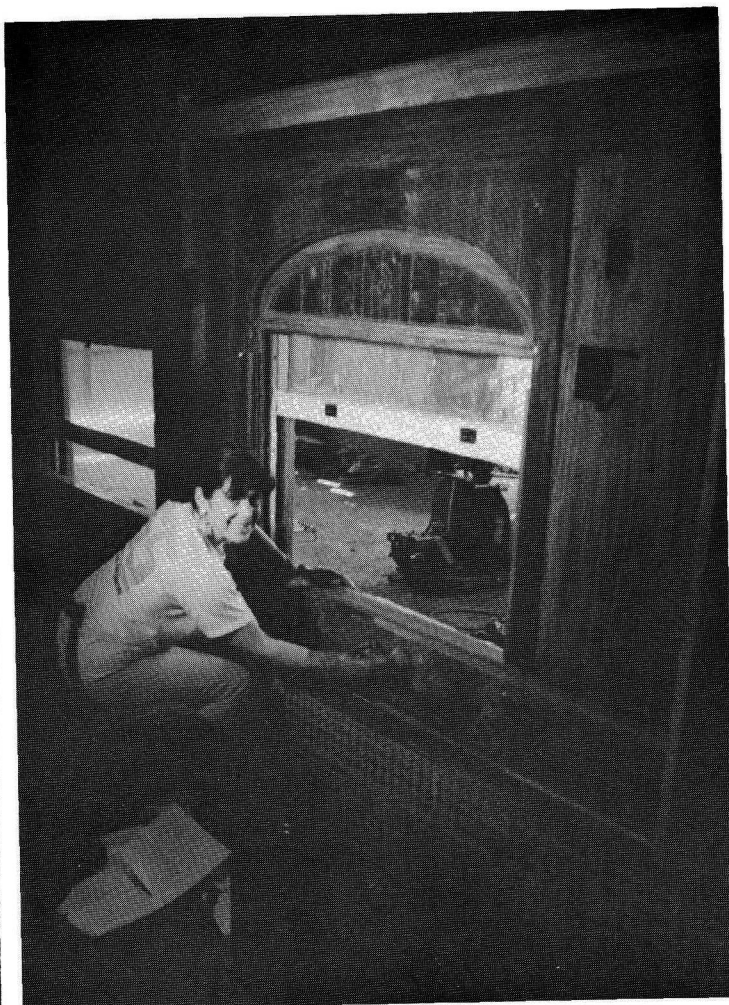
Yummy For The Tummy Dept.

One of the nicer interludes for those of us who were repainting the La Mesa Depot was chow time. **Mabel Perrapato** whipped up a dessert which is too good not to share with you, too. Its a treasured family recipe and brings back many fond memories to her of special occasions when this was served by her mom. I'm sure you'll like it, too!

MARY'S APPLE PUDDING

6-8 apples peeled & sliced, $\frac{1}{2}$ cup sugar ($\frac{1}{4}$ white & $\frac{1}{4}$ brown). Place apples in baking dish (9x9), sprinkle apples with sugar, add cinnamon or lemon to taste.

Mix the following: $\frac{3}{4}$ cup flour, $\frac{3}{4}$ cup oatmeal, 1 cup brown sugar, $\frac{1}{4}$ tsp. soda, $\frac{1}{4}$ tsp. salt. Mix 'til crumbly, sprinkle over apples, press firmly. Melt $\frac{1}{4}$ lb. oleo, pour over top. Sprinkle coconut or nutmeats over top. Bake at 350 degrees for 45 minutes. Serves 8. (Can top with whipped cream or Cool Whip, if desired.)



IT'S A FAMILY AFFAIR

Olivia Neece is shown here removing sixty years of old paint from the interior of the Carriso Gorge, one-time private car of the last railroad tycoon, J. D. Spreckels, President of the San Diego and Arizona Railway from 1906 to his death in 1926. This car sat for nearly thirty years in the San Diego County Fairgrounds at Del Mar and in all of that time no one ever saw the ornate marquetry and gorgeous hardwood veneers that are just now being fully revealed. After Spreckels' death, the S.P. acquired the car and remodeled it into a company medical examination car and painted everything a disgusting "institutional green".

The car was donated to the fair operators in the early 1950's and was left in the custody of the now defunct San Diego Railway Historical Society, who opened the car to the public only two weeks each year at fair time. The car was donated to PSRMA in 1982 and the first window panel was promptly stripped to reveal the beautiful 1910 Pullman craftsmanship that had been hidden for so many years.

Since being rolled to Campo on its own wheels in 1983, the Carriso Gorge has been the highlight of all walking tours of the museum. About half the car has been stripped by museum volunteers in the last few years, but no one has done as much as Olivia, who keeps coming back for more.

Olivia is the wife of member **Tony Neece**, a regular brakeman on our S.D. & A. crew. She knew she couldn't beat him, so she had to join him in the multi-faceted railway preservation hobby. We are sure glad she chose the Carriso Gorge as her project. The early results are spectacular!

(L. Rose photo)

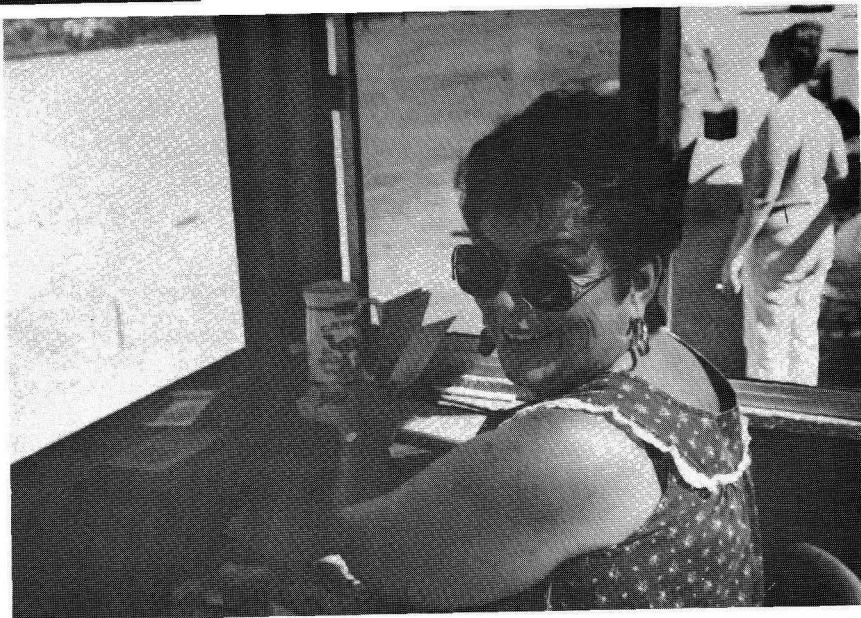
Here's another lady who works hard for the museum as a regular SD&A ticket clerk. This photo shows **Nancy Getz**, wife of Trainmaster **Don Getz**, working in the ticket and information booth.

Nancy puts in at least two weeks a month at the museum and has been clerking for our SD&A Railway since service began in January, 1986.

Thanks to Nancy and Don and the many other members who run our SD&A Railway, we now have a very successful fundraiser attracting ever growing numbers of visitors to the museum.

Sometime next year we hope to be able to move Nancy and the SD&A operation into the restored Campo Depot, where tickets will be sold over an oak counter with an old-time wire cage enclosing an office with a roll top desk and telegraph equipment. Soon our visitors and staffers alike will share in the railroad experience that will be complete and traditional in every way.

(L. Rose photo)



The Russ Kimball Memorial Fund

The museum Facilities Department has decided to memorialize their fund raising effort in honor of the late Russ Kimball, the museum's first civil engineer. Russ had many favorite projects that he had done the design work on, including the gantry crane, the water tank, the retaining wall and lots of track work. **Al Keevil**, also a retired civil engineer, has picked up where Russ left off and needs funding support to follow through on many museum facilities projects. Members are encouraged to send donations to this fund to keep projects going what are literally the underpinnings of the entire museum.

EXCURSION COMMITTEE NEWS

From **Ann McVeagh**, Director, to The Excursion Committee: **Corrine Gallagher**, Coordinator; **Sylvia Montero**, one-day special reservations whiz; **Rita Cloud**, **Shirley Simpson** and new member **Mary Toomey**, tour guides; and last, but not least, **Bill Groya** in Palm Springs, **Marge** and **Bob Provost** at Morena, **Norm Hill** and **Jack O'Lexey**, our foot troops, pitching in to help whenever and wherever needed. Without these great people and their super help and enthusiasm there would be no excursions, or Excursion Committee. Three cheers, huzzahs and a champagne toast to all!

EXCURSION NOTES: The Excursion Committee has been hard at work setting up the 1987/88 season of tours and excursions. One trip has come and gone, the Empalme/Guaymas excursion to tour the Pacifico Railroad shops and visit the resort town of Guaymas. The group rode down in Jack Stodelle's beautiful old Pullman the "Maria Elena", based in Mexicali. It is an 8-2-1, which means that it has eight open sections, two bedrooms and a drawing room. Great car! We enjoyed our tour of the shops in Empalme despite the heat, and saw a lot of historic cars, plus new cars and older cars and locomotives in varying stages of overhaul and/or repair. The only remaining AlCo PA's are there; the best one is scheduled for renovation the first of the year, according to our host and guide, **Antonio Padilla**. Sr. Padilla also presented the group with a gift for the museum, a "dog" spike used in the early days of Mexican railroad construction. It is mounted on a plaque and he included the history with the gift. It will be on display at the museum.

Although the heat was intense, our hardy passengers were happy with the tour and our stay at the lovely old Southern Pacific hotel, the Playa de Cortez on the beach at Guaymas. We hope to repeat the trip in February, '88.

Looking ahead, our "infamous" one-day trip to Puerto Peñasco is scheduled for November 7th. We have ordered coaches this time, so grab your group and join the fun! Its definitely one of the wilder ways to support your museum.

Now for something different!! We are offering a gala New Year's Eve train trip to Puerto Peñasco. We will leave Mexicali on December 31st on the evening train aboard the private lounge car, "Mexicali Rose". We will see the new year in aboard the train, champagne and all. There will be a connecting chartered bus from San Diego to take us to the train and bring us back on Saturday, January 2nd. The cost for this, our first New Year's Eve special, will be \$195 per person (\$20 single supplement) and will include all transportation, hotel for two nights, New Year's Eve party on the train, New Year's day dinner and the services of a bi-lingual guide, not to mention the fun of doing something really different for a change! This trip is limited to 30 passengers. **There will be no flyer, no other announcement.** To hold your place, send \$100 to **Ann McVeagh** (payable to PSRMA), P. O. Box 381, Nestor, CA 92053. For further information, call Ann at 1-706-680-2526 evenings. If you're using Sprint, be sure to dial 10288 before dialing the "1". Credit cards are also accepted.

The November trip to Copper Canyon is sold out, but there is still space available on the April trip. Contact **Shirley Simpson** (619-463-3791) for details. We are also planning a summer Copper Canyon trip in August of 1988. Watch for the announcement and details.

The big news for next year is a two week trip to the British Isles to sample railroading in England, Scotland, and Wales. We will leave on or about September 1st, by air to London, on to York, Edinburgh, Inverness and the Scottish Highlands. Heading back south via Glasgow, Chester, we will spend time riding the little steam railways in Wales. Side trips to Portsmouth and Stonehenge are being planned, plus lots more. It will be a wonderful trip! For inquiries and/or suggestions, call **Larry Rose** (619-469-3064) or **Ann McVeagh**. Watch the REPORT for details.

One last note: If you are interested in becoming a member of the Excursion Committee, please contact one of us; or if you have trip ideas, tell us!

MECHANICAL DEPARTMENT NEWS

SP 2353

One of the toughest jobs facing the steam engine troops during the first phase of this project was turning the tender wheels and axles. The axles were pitted with rust spots after thirty years of sitting unprotected in the fairgrounds. After cribbing up the big Vanderbilt tender and rolling out the trucks, the crew disassembled everything and packed the wheel sets off to the Pacific Fruit Express facility in Tucson, Arizona. The wheels were loaded aboard a rented flatbed truck and driven to the P.F.E. shop by **Joe Beard**. Joe stayed over until the job was done and drove the truck back to Campo. **Jim Lundquist** found out that the P.F.E. shop could turn the axles cheaper than anyone and made the arrangements.

The next step will be to resurface the bearings to fit the new axle profile. **Doug Mick** is involved in this already. Meanwhile, the turbo generator has been taken apart for repairs. **Stan Paulsen** has been doing work on the innards of this part. Others involved in the mechanical work have been **John Ashman**, **Jim Rasmussen**, and **John Buzzell**.

While this was going on, the tender body was sandblasted and painted by **Norm Hill**. Tracings of the original lettering were made by **Jim Rasmussen** and **Larry Rose** before this was done. The sandblasting revealed the original number of the tender. It once was attached to S.P. 2-10-2 #3682.

The business end of #2353 has seen a lot of work by **Dan Haggarty** and new member **Herb Savage**, who have been scraping and cleaning years of crud from various parts. Herb has spent several weekends going over the cab of this big steamer and is a super example of a new member jumping in with both feet and helping where he can.

SD&A 1820 KCC 103

Work on MRS-1 #1820 has been temporarily suspended while the tender of #2353 has the track blocked. Unable to do the outside lifting work need on #1820, the crew shifted their attention to our 1947 AlCo RS-2. **Ken Helm** and **Dick Cupp** have been working on this engine repairing old vandal damage in the cab and doing wrench work under the hood.

SD&A 1809

Department Superintendent **Geoff Scheuerman** and his troops have also been keeping our SD&A excursion train in good order. "Dr. Scheuerman" does most of the "stethoscope" work on #1809 to detect any slight wheeze or cough and take action as required to keep this 120 ton locomotive in the pink of health.

B.O.T. SEEKS NAME CHANGE

by Michael J. O'Leary

The Museum would like to ask help from members and supporters of PSRMA in getting ready for our big new expansion plan, RAIL SAN DIEGO. At the last Board meeting on September 22, 1987, the results of the feasibility study for the \$1.25 million plan were presented. Two of the conclusions of the study were discussed in detail and the Board held off on final action until the next scheduled meeting.

One fact that emerged in interviews with community leaders was that most San Diegans have never heard of or do not remember anything about the Pacific Southwest Railway Museum. Among those who think they know about the Museum most confuse it with the San Diego Model Railway Museum in Balboa Park. There is a very clear need for a major public relations program by the Museum if we expect to become better known, and especially if we hope to raise sufficient money for our expansion and improvement plans. This must be a well planned, centrally organized public relations effort, and this has begun with the help of **Dave Slater** and Board members **Rene Scheuerman** and **John Parker**. They would appreciate any help or suggestions you might have.

The second study conclusion was that the name "Pacific Southwest Railway Museum Association" was too cumbersome and confusing; it fails to tell much information about the Museum and it lacks any identification with San Diego, the main population center in the area. A number of people interviewed wondered if it was connected with Pacific Southwest Airlines. Even the initials alone, PSRMA, are unrevealing and confusing.

In short, there exist strong marketing and public relations reasons why the name should be changed. The obvious time to change the name is before starting a major press campaign and membership drive, and before adding new member benefits.

Names that have been submitted to the Board for consideration are: The San Diego Railway Museum, The Train Museum of San Diego, Rail San Diego, and Southern California Railroad Museum. The Board would like your opinion and your suggestions. Please phone Development Director **Mike O'Leary** Monday or Tuesday from 10:00-4:30 at 233-7908 or evenings/weekends at 944-8858. You may also submit written comments and suggestions by mailing to him at 250 Calle de Sereno, Leucadia, CA 92024.

The first person submitting the name eventually selected by the Board will receive a one year pass on the SD&A excursions. Results will be announced in the REPORT.

(The Board of Trustees asked the REPORT editor to print the above article by their consultant without editing the text or making any editorial comments. Members are encouraged to read the proposal carefully and respond directly to The Board of Trustees, PSRM, 4695 Railroad Ave., La Mesa CA 92041.)

FUNDRAISING PLANS

by Michael J. O'Leary

The Museum is prepared to launch a \$1.25 million fundraising drive to complete our restoration program for the next five years, build a new museum in Balboa Park, and extend our rail operation. Obviously, most of this money will not come from the membership. The Board of Trustees is working to interest major donors and contributors, corporations and foundations in this exciting project. However, the Museum still needs help from its members and long time supporters. Hopefully, \$100,000 will come from Museum member donations. After all, if we are not committed to the Museum's growth and future, why should anyone else be?

There are five ways of helping the Museum in this campaign. 1. Besides your membership, give money--what you can, if you can. 2. Advise us if you work for a corporation that **might** give matching grants for employee volunteer hours or contributions. Many corporations do--even small companies that are owned by other large companies. Recently one Museum member was instrumental in obtaining an \$1,800 grant from IBM, her husband's employer. All she had to do was volunteer time to the Museum, fill out a form and write a letter. It cost her only a 22¢ stamp. If you think your company might have a matching or volunteer program, call us and we can check it out for you. Many companies even match membership dues dollar for dollar with their employees. This is an easy way to double the effectiveness of your contribution or membership dues. 3. There are many ways of donating appreciated real estate, cars, boats, stock and other items and receiving major tax benefits. Frequently, the tax benefit can be received now by the donor, while the donor can still retain life time use of or income from the property. Or, the donation may occur after death, through a will or trust. In many cases, the family can actually be in an improved financial condition by making a donation to a non-profit, and still have the satisfaction and recognition of playing an important role in the future growth of the Museum. A specific means of contributing can be custom designed to best suit you and your family's needs. Please call for information. 4. Membership categories have been revised. **Every** member of the Museum will receive new benefits with their membership. These may include Museum pins, train rides/passes, hats, belt buckles, lifetime passes, railroad watches and more. There will be slight cost increase in the membership dues. Please renew your membership as soon as you can--think of giving family Museum memberships as Christmas gifts to friends or family. Help broaden the membership base of the Museum in November, December, January. 5. Visit the Museum. Ride the train. Volunteer your help if you can or let the many volunteers know you support and appreciate the work they do. Shop at the Museum store in Campo the next time you are there. Take an excursion to Puerto Peñasco. Come to the next quarterly meeting and enjoy the film or slide presentation. Enjoy the Museum. Make the most of it.

Please call **Mike O'Leary** at (619)233-7908 or 944-8858 (evenings) if you would like to know more about ways of making a donation, tax benefits, if you know someone or some company that may help, or if you think you could help in any way.

Getting Into Training

The museum's train operating classes are starting again this fall. If you missed the flyer that was mailed out separately a few weeks ago, you can still get in on the classes. Make up time for late comers can be worked out with Professor **Dick Ruppert** at the museum, or call him at (619)459-2573.

MEMBERSHIP NEWS

by Tanya Rose

PSRM will be celebrating its 25th anniversary next year and the Board of Trustee's proposed RAILFAIR '88 is sure to bring an even greater awareness of the Museum to the public at large. We can take immense pride in our accomplishments and it is my pleasure to salute you, the general membership, for being the backbone of this organization. PSRM is going and growing at an unbelievable rate and the next twenty five years can only lead to even greater heights! Thank you, one and all!

We welcome all the newcomers and extend our appreciation to those who have upgraded their level of support.

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Belinda Lundquist Rob Butts

Remember, please notify me of any address change as we can't be sure if your newsletter will be forwarded to you. Notify me by phone (619-469-3064) or care of the La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041.

RAILFAN PATROL NEWS

by Dick Schleicher, Director

On Saturday, October 17th, I had the distinct pleasure of participating in the Santa Fe Railway "Centennial Chief" special train commemorating 100 years of service to the Los Angeles Basin. Approximately two dozen chambers of commerce, cities, counties, historical railroad groups, Santa Fe and Amtrak collaborated to mark the centennial of Santa Fe operations along the Second Sub-division between Los Angeles and San Bernardino. Equipment making up the train consisted of six high-level coaches, a high-level lounge car and a high-level transition car, (all ex-El Capitan equipment) plus Santa Fe's streamline lounge car #62 and their track inspection car. The only non-Santa Fe or ex-Santa Fe car was one Amtrak high-level Superliner coach. On the point was Santa Fe #5998 (SDFP45) (once used to power the Super Chief and El Capitan), which powered the train. Following was freshly painted Amtrak #251 (F40PH) to provide head end power to the cars. It was a festive occasion with many of the riders and officials in period costumes as the train made seventeen "whistle stops" at local communities for presentations and proclamations. PSRM member **Michael Gross** of "Family Ties" fame rode the train to speak on behalf of "Operation Lifesaver" at each of the stops. The well planned event was executed flawlessly with one exception---which is the main purpose of my writing this item.

Because of its very tight schedule, the "Centennial Chief" special train had priority over every other train on the sub-division, including Amtrak's "Southwest Chief" which, in fact, had to wait at Olga. All freights were routed over the Third Sub-division. It then became strange for the train to encounter "torpedo" signals that had been placed on the track to signal a train or obstruction two miles ahead. Following the rules requires the train to slow to a speed which would enable it to stop within one half the range of vision, not to exceed 20 m.p.h. Between Los Angeles and Pasadena the train experienced no less than eleven of these signals. The railway police immediately swung into action, since it became obvious that this was the work of vandals. On-train special agents immediately contacted special agents shadowing the train in patrol cars and crossings where ceremonies were to take place. On-train operating personnel were alerted to look for suspicious spectators along the route. The San Bernardino County Sheriff's Department was even requested and provided helicopter sweeps ahead of the train. Unfortunately, no one was caught.

What is sad, is that it is presumed that the torpedoes were placed by railfan(s) to slow the train so that they could get their pictures and then get ahead of the train to the next photo location. This presumption is based on the fact that they appeared to have been placed by someone with a knowledge of the operating rules and who had possible access to a supply of the torpedoes. For obvious reasons, this case is not closed, and anyone who may have any information which could assist the Santa Fe Police is requested to contact them. The person that engages in this sort of vandalism is the type that sooner or later will brag about what he did. The tenacity of the railway police is well known.

In 1986 there were 1,089 reported cases of vandalism in the entire Santa Fe System. While this down from the 1,431 cases in 1985, it still represented nearly a \$1 million loss to the railroad and was greater than the \$0.7 million loss due to theft.

Everyone can help in combating acts of vandalism. As a PSRM member, you are invited to join the Railfan Patrol and be part of our "eyes and ears only" group. We are chronic train chasers dedicated to assisting the railroad police in their never ending battle to keep the rails safe for passengers and crewmen alike. Call me, **Dick Schleicher**, at 223-1087 for further information.

(Editor's note: Regular museum volunteer **Ed Gaede** waited for Life Member #75 to turn up before renewing his membership for a lifetime trip. The number was significant for Ed because of an incident in his early railroad days on the Southern Pacific. His story is rich in railroad lore from the last days of S.P. steam in California. It's a slice of life of an era now gone forever and as worthy of preserving for posterity as the physical artifacts of railroading are. It is a pleasure to include this tradition packed roundhouse yarn in this issue.)

Firing On #75

by Ed Gaede

Around 1:30 in the morning, the crew caller came to my room at the Park Hotel in San Luis Obispo. I was very tired and not too pleased to take the call he presented me. I was nearly exhausted when I went to bed about three hours earlier and really needed a good night's sleep. In the past sixteen days, I had taken seventeen calls for duty, and just prior to that I completed fifteen student trips, written the book of rules, and completed my physical exam in order to be qualified as a locomotive fireman on the Southern Pacific. In addition to all of this, I completed my finals at San Jose State College for my second year's work. Not a bad performance for a one month period.

While I signed for the call to report for helper duty at 2:25 a.m., I remembered thinking I was set to "fall into" the morning goat which was open for an extra-board fireman. When I went off duty from a trip from Watsonville at 7:50 p.m. This was my hope. 2:25 put me on duty short rested with 9:15" against me. On top of this, I wasn't too happy about being in San Luis Obispo in the first place, but with only four days seniority when sent, I didn't have much choice. Knowing that steam was dead south of Watsonville in June of 1956 also added to my gloomy feeling. Everyone who knew anything about what was going on in the motive power department said that San Jose and points north in the Bay area would be the last stronghold for steam, and it would only be used the next couple of years at best during peak periods.

During the twelve days prior to taking the early morning call, I had worked the hostler helper job twice. This gave me a lot of free time to poke around the roundhouse and look over the collection of dusty 2-8-0's, 2-8-2's and 2-10-2's which were all stored serviceable, but none under steam. The hostler I worked with said they could be used anytime, for traffic was heavy and many trains were leaving town on their tonnage limits and more power would soon be needed. Yet many of the S.P. roundhouses I had visited had numerous dead engines stored in them, so I figured these ten to twelve engines would never see a fire again.

When I arrived at the crew dispatcher's office, still very drowsy, I met my engineer for the helper trip up Cuesta Grade to Santa Margarita. Since I was an unknown "green" fireman, he asked a lot of questions concerning my experience. When he told me we had 2-10-2 #3688 on 2/75, things suddenly became very interesting and my drowsiness was gone. The engineer was talking with the dispatcher about putting an unqualified fireman on the point of a passenger train and I recall him saying that no other fireman was available. The solution was to let the head brakeman ride the cab with me on the left side. After a few phone calls and a few discussions in which I had nothing to say, we left the office and headed for the locomotive. There was some talk of taking the fireman off the road engine, and letting me work on it to the top and then switch, but for reasons I'll explain later, this wasn't much of a solution.

While checking over the engine to make sure the supplies were all taken care of, I kept thinking that soon another qualified fireman would show up and I would be sent back to the Park Hotel on a call and release. But soon the engineer waved me into the cab and on we headed toward the depot to await 2/75 coming in from L. A.

Steam power on regular passenger trains of the Coast Division had become history in January of 1955. There were some protection movements with steam for failed units in the interim, but steam on passenger was very rare below San Jose at this late date. When the extra passenger train arrived with a big 4400 Class 4-8-4, I couldn't believe it. This was the reason I wasn't asked to fire the road engine. The engineer knew nothing would be gained, for later I learned the big 4400's were more difficult to handle than a 2-10-2.

After placing #75 in the indicator, we coupled on the head end of the 4400 and quickly began our work. With steam near the pop at 200 p.s.i. and a full glass of water, off we went. Soon the engineer was over on my side telling me to forget about the stack, and moved the firing valve further over than I had ever seen one. In either San Jose or San Francisco I would have been fired on the spot for all the black smoke that came out that stack, but the engineer knew how best to get all available from that 2-10-2. With the throttle in the company position, (wide open) the big engine steamed easily and the feedwater pump kept the glass full. For a few minutes all looked perfect, but the engineer called the head man over and hollered a few words to him, then a short time later our engine slipped and the speed dropped. We were just over the long trestle near Goldtree when all stopped. We tried to start again to no avail. I was quite concerned, for the heavyweight Pullmans were out across the trestle. After a conference between the two engineers and the conductor, another helper was ordered from S.L.O. So, we sat for what seemed forever and finally, a single GP-9 arrived and coupled onto the rear end. Soon we were slowly on our way much delayed toward the top. In the tunnels we used the respirators, and the heat was extreme, mostly steam, for I cleared the stack carefully before going in. It must have really been hot on that second engine. Soon we were over the top and drifting down to Santa Margarita. We uncoupled and went around the wye and backed to the depot for orders. We met the GP-9 and coupled together for the trip down to S.L.O.

On the trip down, we pulled into one of the sidings for a freight. My engineer went back to the diesel while we waited for the green signal (C.T.C. territory). When the freight cleared, both my engineer and one of the GP-9 crew came to #3688's cab and wanted my seat so they could visit on the way down the hill. The engineer explained to me how to set the engine for drifting and I took his seat into town with the dynamic brakes of the GP-9 holding us back.

My records show we went off duty at 8:20 a.m. The next job I worked was the 10:59 p.m. yard goat that evening, so I must have had a decent rest finally. I continued to work in San Luis Obispo until July 8th when I was deadheaded back to San Francisco on #99. I never returned to work at S.L.O., and in my early records I did not keep the engineers' names. I regretted this in later years, for when I was a regular pool fireman on the L.A.-Santa Barbara run I would visit with many S.L.O. engineers. I never recognized one of them as the engineer I worked on the #3688 with.

I'm quite sure 2/75 of 6/25/56 was the last double headed passenger train up Cuesta Grade. Later, talking with other enginemen in the Bay area, they said they thought the King City local was the last steam train to work north of S.L.O., and that was just a short time after my experience on #3688.

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