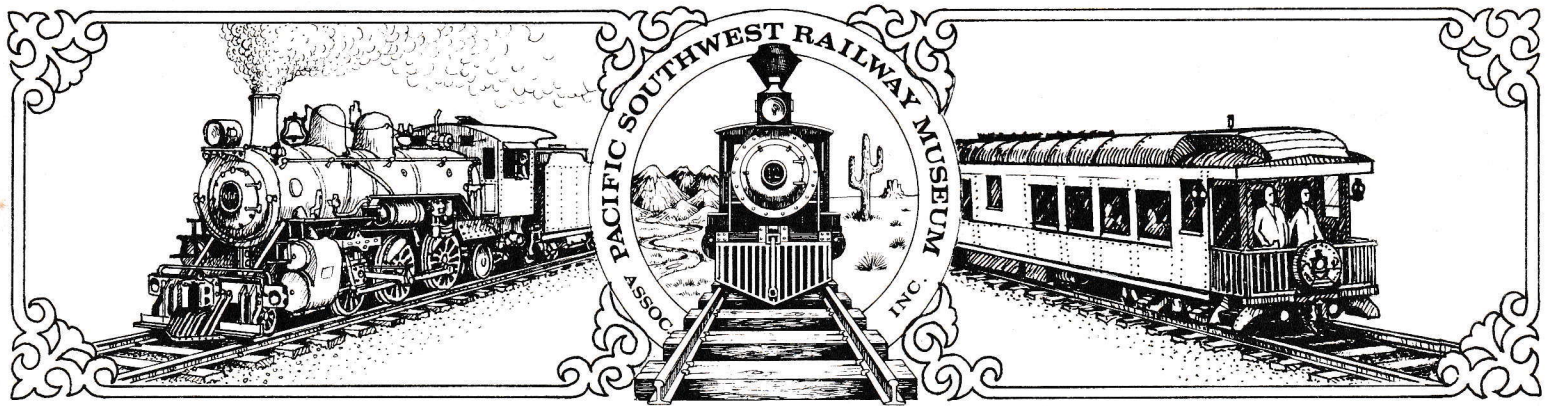


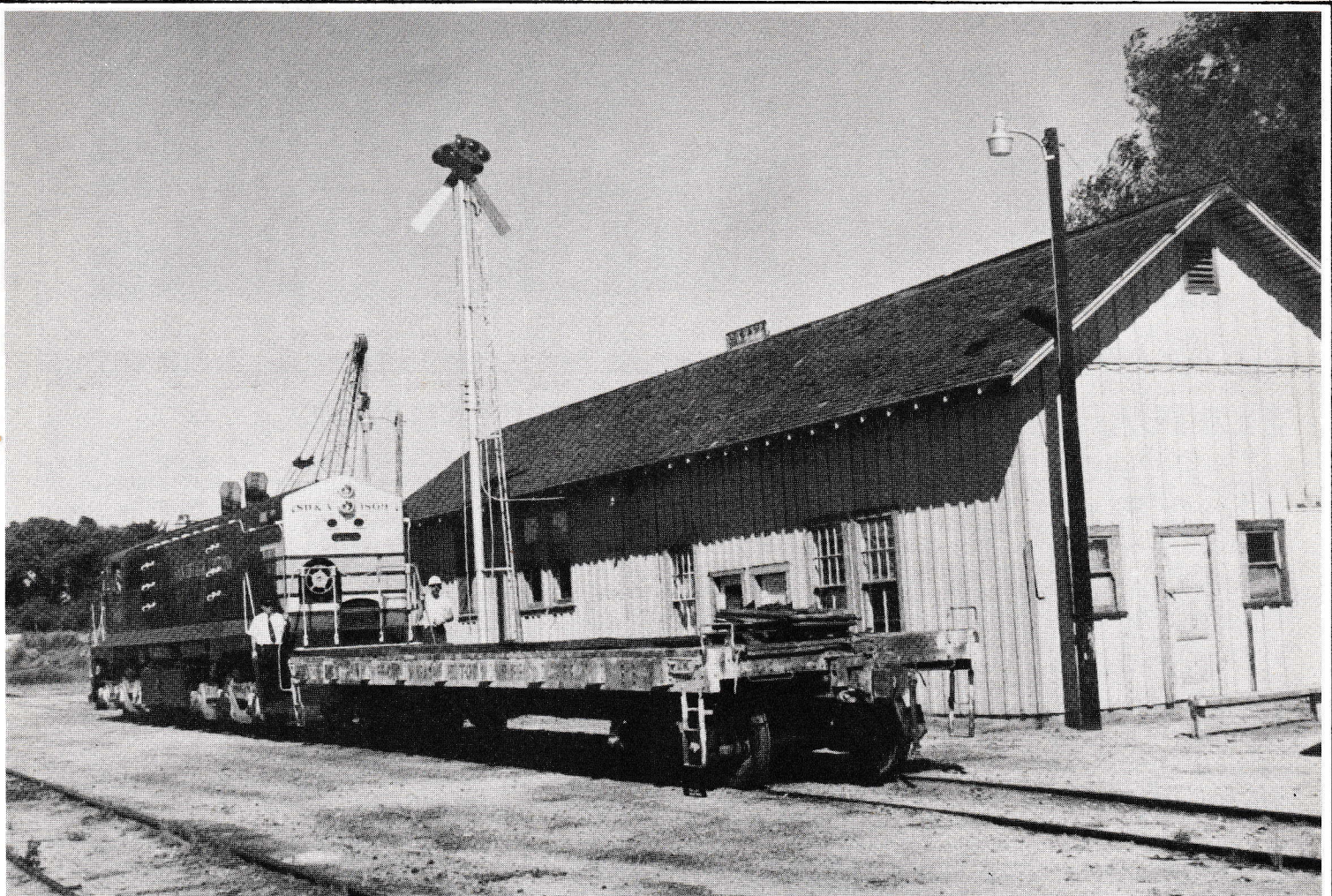


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No. 212

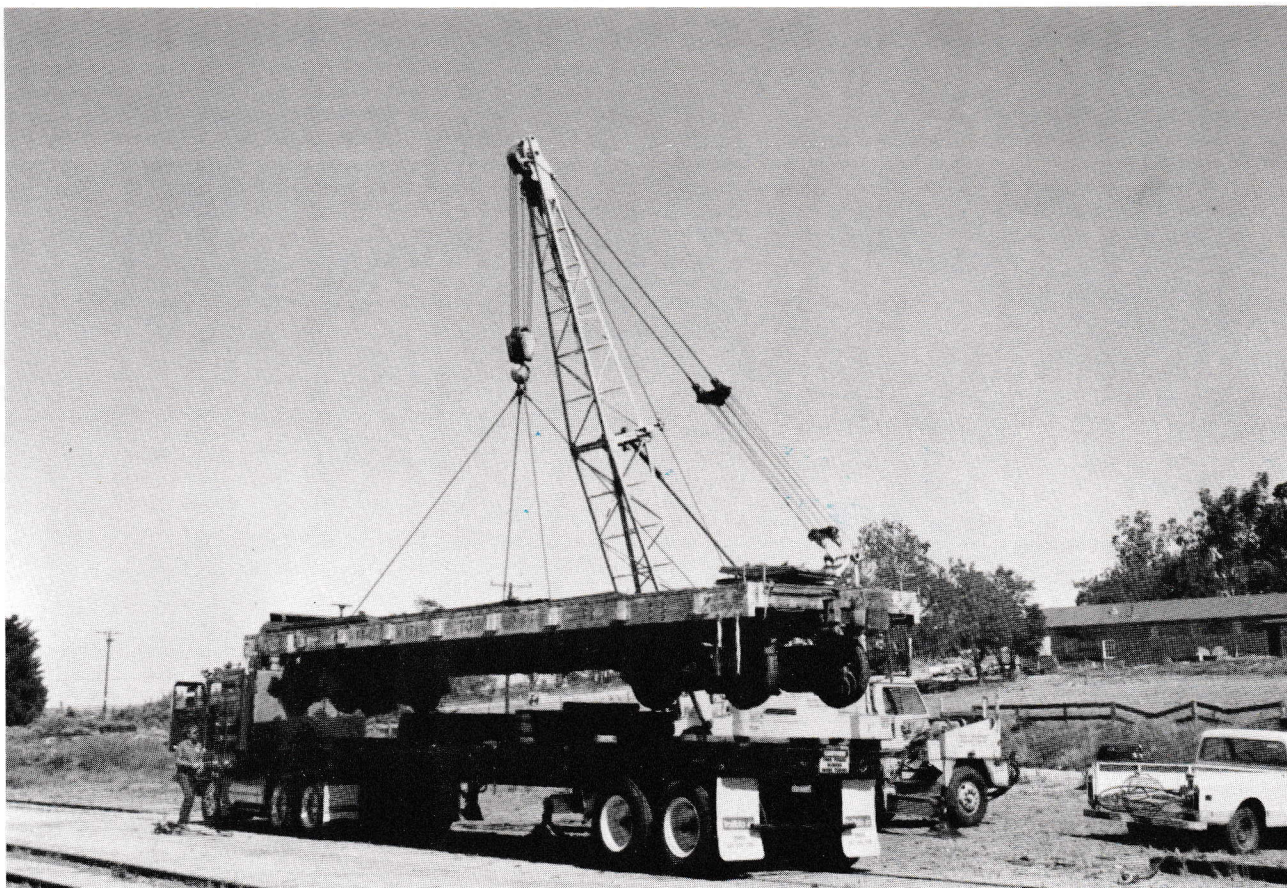
OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



VINTAGE FLATCAR DELIVERED TO PSRM

PSRM's latest rolling stock acquisition is shown here rolling by the Campo Depot propelled by our SD&A engine #1809. The flatcar is the museum's first of this type with a steel frame. Beyond the depot the boom of our 25 ton rubber tired crane can be seen having unloaded this flatcar from member **Jim Stafford's** flatbed truck a few minutes earlier. Riding the locomotive are rig master **Barney Barnier** in hard hat and the head brakeman on the day's SD&A crew who have to get the new arrival out of the way so the afternoon SD&A excursion train can leave on time.

(L. Rose photo)



Trucker **Jim Stafford** watches as **Vern Cook** makes a quick clean and jerk move with the museum crane on our newly acquired flatcar. The trucks are chained to the frame to simplify the move. (L. Rose photo)

FLATCAR ADDED TO MUSEUM COLLECTION

An elderly steel frame flatcar of mixed parentage has been delivered to PSRM, Campo. The mongrel flat was purchased for \$150 when it showed up on a government surplus list. Board of Trustees member **Bill Niedrich** inspected the car at the El Toro Marine Base and arranged for its acquisition and delivery to the museum.

A faded stencil on the car gave a rebuilt date of October 1945 by the Haffner-Thrall Car Co. of Chicago Heights, Illinois. Lettering applied sometime after that read USMC AS EL TORO 262097. The truck frames were cast for NYC in 1922. The wheel sets are embossed CB&Q 1942 and B&O 1941. Careful paint scraping by the REPORT editor on the center sill under the car revealed the original owner and number: GARX 60010. The journal box lids have the more familiar General American reporting marks GATX cast into them just like many of the museum tank cars do. The truck frames themselves are tee section Bettendorf type, common in the 20's, but now quite rare. No other car in the museum collection has trucks like this.

The military painted the car first boxcar red then grey. Below the red were several layers of black paint where the GARX data was found. **Norm Hill** had this car sandblasted and painted black within two weeks of its arrival. We haven't painted anything this fast since the CyZ steam engine arrived in a disgusting orange livery back in November of 1983.

This hybrid 40 foot flat car was acquired for maintenance of way use on our SD&A Ry. but will be lettered for GARX now that some of its early history has been revealed. The car is in very good shape mechanically, but many of its 3x6 oak deck boards are rotted through. When the planks are repaired, this car will see much use hauling rail and track components as PSRM restores more of the old SD&A to service.

Special thanks to trucker **Jim Stafford**, crane operator **Vern Cook** and riggers **Barney Barnier**, **Dale Prescott**, **Mike Reading** and **Paul Bortell** for a very clean and quick unloading job on the depot house track.

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

PSRM BUSINESS MEETING JAN. 29, '88

The next general membership meeting will be held January 29, 1988 at 7:30 p.m. at the San Diego Gas & Electric Company public auditorium downtown. This is the first Friday after the awards banquet. This is an opportunity to question the Board of Trustees on the many activities planned for 1988 and to find out all the latest rail gossip.

Roy Pickering is trying to arrange a special program featuring a spokesman for the "trash to energy" refuse disposal project that has been in the news lately in San Diego. A daily forty hopper car trash train from San Diego to a power plant in Imperial County has been proposed. This train would roll past the museum in Campo and through the Carriso Gorge if it becomes a reality. Interesting idea. Plan to attend.

BOARD OF TRUSTEES SPECIAL REPORT

by Michael O'Leary

The year 1987 is shaping up as one of the Museum's most successful, with the completion of another year's train operations at Campo and restoration of a record number of items of rolling stock. Your Board of Trustees has engaged with Staff in the development of a long-range plan for the museum and in getting ready for a real banner year, 1988. The Museum's Silver Anniversary will be marked by RAILFAIR '88, to kick off a major growth campaign. The campaign will bring the Museum to the attention of more of the general Southern California public, and will lay the foundation for implementing our Five Year Plan.

RAILFAIR '88 will have four major components: the first passenger trains between San Diego and Campo in thirty seven years, the Silver Anniversary Awards Dinner, a separate major fund-raising dinner, and RAILFAIR itself, an exhibit to be held at the Santa Fe's Wright Street Yard, near Old Town.

Chronologically, the first event is the awards dinner, which will be held at the German American Hall at 1017 South Mollison, in El Cajon on Saturday, January 23, 1988. Cocktails will begin at 6:00 p.m. with dinner at 7:00 and dancing until midnight. All Museum members are invited to attend. Cost of the dinner is \$25 per person, or \$45 per couple for advance reservations. Please reserve tickets early to assure your reservation. Seating is limited (see flyer this issue).

The first passenger train from Campo to San Diego since 1951 will roll on Saturday, April 30, 1988. Busses will leave for Campo from the Santa Fe Depot in downtown San Diego at 8:30 a.m. Train time from Campo is 10:00 a.m. There will be several photo opportunities en route. The consist is not firmed up yet, but will probably include the #1820 diesel as the main power unit, the Shay steam locomotive, a baggage car, several SD&A passenger cars, ATSF observation car #1509, and the private Pullman "Robert Peary". A separate run will also include a number of freight cars and cabooses. There will be a capacity for about 300 guests, at \$75 each, or \$100 for first class fare aboard the "Golden State" (#1509) or the "Robert Peary". Museum members will be offered a special discount fare of \$65 or \$90 first class. They are also offered the opportunity for advance reservations, which will not be available to the general public until February. Please reserve early, since the train will probably be sold out. The return trip from San Diego to Campo will be on Saturday, May 14, and will depart from Santa Fe Depot at 9:00 a.m. Fares on the return trip will be \$65 and \$90 for first class, with a \$10 discount for members.

The Santa Fe has made available its Wright Street Yard in San Diego, near Old Town, for an exhibition of historic and modern railroad equipment. In addition to items from the Museum's own collection, there will be exhibits from the California State Railroad Museum, the Santa Fe, the Mexican Nation Railroad, and a number of other museums and non-profit organizations. The F.R.A. will have an exhibit on "Operation Lifesaver". The Chula Vista Liver Steamers will be participating. Other probable exhibitors include Amtrak, CalTrans, the MTDB, Siemens-Duwig, and the City of Las Vegas, with their high speed train and their new people-mover. This will be a unique opportunity to view a variety of new and old rail equipment from a number of sources.

Your attendance is invited, of course. In addition, the Museum expects about 60-80,000 visitors during the four day period, and we are in need of assistance from knowledgeable members in answering questions from the public, ticket taking, crowd control and security. This event promises to be a major public relations activity for the Museum and a considerable fund raiser, as well. Those interested in volunteering to help please contact **Dan Marnell** at 287-1882 during working hours.

On Saturday, May 7th, the Museum plans to hold a gala fund raising dinner at the Santa Fe Depot. Co-chairs for the evening are **Dr. & Mrs. David Chigos**, President of National University, **Mr. & Mrs. David Parkinson**, head of Westec Services, and **Dr. & Mrs. Dan Marnell**. The theme of the dinner will be "Victory Rode the Rails" to highlight the importance of the railroads in World Wars I and II and in the growth of San Diego. There will be a canteen style cabaret show, dinner and dancing. Dress for the evening will be military uniform or civilian formal dress from that period or black tie. Donation requested for the event is \$1,000 per table of eight, or \$250 a couple. There are only fourteen tables out of forty still available. Call **Dan Marnell** (287-1882) for further information.

Finally, there will be a special Museum raffle, with a first prize of round trips to London for two, with a day trip on the Orient Express, hotel and Brit-Rail passes. Additional prizes are in the works. There will be only 100 tickets available, on a first come, first served basis. A donation of \$100 is requested for each ticket, so there is an excellent chance of winning. You may reserve any lucky numbers between 1-100 by sending your check made to "San Diego Railroad Museum--Raffle". Ticket donations are tax deductible, except for the winners. Call **Dan Marnell** for further information.

THE NAME GAME

by Robert E. Eikel, President

Changing something tried and true, old and familiar, is never easy to do, and not to be undertaken lightly. After a great deal of soul searching, and with a lot of thought and discussion, the Board of Trustees voted at its last meeting to add the name "San Diego Railroad Museum" to our long-time official name, Pacific Southwest Railway Museum Association, Inc. Legally, our name will remain the same, but for clearer public recognition, we will be known as the "San Diego Railroad Museum". After all, that's what we really are, isn't it?

Several letters were received in response to the article in the last REPORT, some pro, some con. One of the most thoughtful and thought-provoking came from **Robert Ramsay** of Arcadia, who suggested retaining our official name as an "umbrella" but adding the new name to better describe our activities. Congratulations, Mr. Ramsay. Your suggestion came closest to the decision finally taken by the Trustees.

Although Mr. Ramsay can be termed the official winner of the contest, the Trustees are appreciative of the thought that went in to all the letters received, and at the risk of bending the rules a bit, are sending passes to all those whose interest in the Museum prompted them to write. Thanks to all.

Facilities Report



Tanya Rose is shown here painting the ceiling in the wood shop. Steve Wade did the carpentry to enclose the overhead. (L. Rose photo)

gift shop. Barney dropped all his other projects to get this fixed as quickly as possible. Barney also keeps the soft drink machine in good repair and turns in the aluminum cans at the San Diego recycle center. The aluminum will net Barney's facilities fund about \$360 this year!

The siding on the west end of the car shop is now installed all the way across. **Barney Barnier, Dale Prescott** and **Larry Rose** were in on it.

Elsewhere, the trench for our new electrical service has been dug from next to the gift shop out to the road. **Don Getz** made arrangements for a backhoe that was also used for a few other projects around the grounds. **Barney Barnier** placed the new 4" conduits in the trench including the sweeps up to the new switchboard. The next step here is up to San Diego Gas & Electric who will set a new pole at the property line and remove the existing pole in front of the north end of the car shop. A new drain pipe was also installed near the west end of the car shop while the backhoe was available.

Tom and Larry Hieshetter have done their bit again at the northeast end of the property. Grading has been completed for the new connection to the SD&A mainline and the drill track at the east end of the museum yard. Tom and Larry brought up their loader and dump truck and worked two days for PSMR. Stockpiles of ballast were also left at several places and only a few willing members are needed as shovel jockeys to finish the yard track ballasting.

The grading control monuments were worked out by civil engineers **Al Keevil, Scott Killinger, Andrew Keevil** and **Charles Alban**. Al has also been surveying near the Campo Depot and has prepared engineering control drawings for projects at both ends of the museum. The survey work at the depot will establish drainage, roads, parking areas, fence locations and utilities in preparation for a major facelift of the buildings and grounds.

Cleanup work around the Campo Depot has already begun. The decrepit car port on the south side of the depot has been knocked down and an access road has been cut behind the section house. This road allows direct access along the track from the museum grounds to the depot. **Jim Lundquist** did the work with a loader provided by board member **Wally Barber**. This loader was also used to work on cleaning out cuts and getting the SD&A open between Miller Creek and Jacumba. Wally operated his loader for this work. More on this later.

Barney Barnier is due for some special recognition as the museum trouble shooter lately. The museum's main water valve sprang a leak last month where the irrigation line takes off, resulting in a nasty mud puddle in front of the

LA MESA DEPOT NAMED HISTORIC LANDMARK

The La Mesa City Council has designated our La Mesa Depot an official historic landmark. The inclusion of the depot in La Mesa's list of historically important properties gives the station protection from the possible modifications and abuse of future generations. The depot was surveyed by the La Mesa Historic Preservation Committee, chaired by **Karna Webster**, who is also an activist in the La Mesa Historical Society.

The historical data required by the survey was provided by **Larry Rose**, who lent his depot project workbook to the commission and by **Eric Sanders**, a fountain of knowledge about early La Mesa railroad history.

No modifications whatsoever are allowed on a historic building protected by this designation. This is the kind of protection that our award winning depot needs to survive into the next century.

MECHANICAL DEPARTMENT NEWS

SP 2353

Work on this big locomotive is now centered around the boiler appliance. The air compressor has been disassembled for service and the lubricator is being rebuilt. The tender truck frames have been sandblasted and painted. The journal boxes have been cleaned and prime painted. **Doug Mick, John Buzzell and Jim Callahan** have been doing the work.

KCC 103

Ken Helm has been working on this 1949 diesel electric, splitting his time between this engine and the SD&A coach rebuild project. It is hoped that this engine could be ready in time for RAILFAIR '88 in May but unless a lot more people get involved in working on the equipment the participation of this locomotive is doubtful. There is a lot of cleaning and painting to do that is labor intensive but does not require a great deal of mechanical ability. Under the grime is a handsome machine. If you can help clean it call **Ken Helm** at 697-8521 evenings and get involved.

Support Machinery

Harry Hurry has been a one man gang keeping our essential support equipment in good repair. Harry is providing the maintenance that keeps this equipment working for PSRM. Harry's latest project is to get our small hydraulic rail lifter back in service. It was last used two years ago to salvage rail along Pacific Highway in downtown San Diego. Other rail salvage project on the horizon will need this portable unit soon.

Harry has also been helping **Doug Mick** and **Geoff Scheuerman** service our 25 ton rubber tired crane. This valuable tool is used every week for our heavy lifting beyond the capacity of our all terrain forklift which can only pick up 6,000 lbs. Several components of the crane's hydraulic system are being fitted with new seals, etc. to make sure it is always ready when we need it.

Harry has also serviced our large trailer mounted arc welder. Several electrical components have been replaced and the machine now works beautifully. Harry keeps saying he's not really a mechanic, but our growing supply of smooth running machines indicates he is doing a great job of teaching himself how to be one.



Here is new member **Jim Callahan** cleaning the interiors of the journal boxes that belong to the tender trucks of #2353. Sitting up on blocks beyond is the freshly sandblasted and prime painted tender waiting to be placed on its rebuilt trucks. It still needs some minor metal work in a few places plus new wood foot boards on the deck before being final painted and lettered.

After finishing this job, Jim did something even more impressive. He cleaned up the mechanical department's work room and put away all the tools!

(L. Rose photo)

ALL THE WAY ON THE SD&A!

INDUSTRIAL ARCHEOLOGY

(Restoration News)

by Norm Hill

C&O Caboose

Ted Kornweibel and Frank Stites continue to replace all the old siding on the car's second side. They have installed new internal bracing and have begun putting on the new boards. Ted could really use some help installing the new siding. The car is outside and it needs its one side completed because of our usually wet winter. You do not have to be a carpenter, just willing to help. Please call Ted at 461-0098.



Ted Kornweibel (on ladder) and Frank Stites, both university professors and hard core caboose buffs, are nearing completion of the residing project on our Chesapeake and Ohio "shack" built in 1924. (L. Rose photo)

interiors. Jim Hamill did a nice job cutting plywood "windows" which kept paint overspray from harming the Pullman green exterior of these cars that had been applied a few months ago.

SD&A 253

Dick McIntyre continues on #253's extensive metal repair work. He has completed the end wall repairs and has built new steel deck plates. These are the steel plates at the ends of the passenger cars that allow people to walk safely from one car to another.

Jim Hamill and Ken Helm continue to paint windows, window sills, light fixtures and new sides panels that install by the car's seats. Jim cut all the new side panels in his home shop. Jim and Dick also built more rubber diaphragms from salvaged industrial conveyor belts. Our tourist cars will soon make up one of the best looking six car trains in the country. Cliff Pennick and Paul Bortell have also helped install windows and sill parts as have Larry Rose and Barney Barnier. Additional help is desperately needed. Call Norm Hill if you can help even a few hours any weekend (619) 442-6922.

SP 644

Our museum's oldest caboose is being worked on again after almost six months. Rainy days are good for interior work. Norm Hill, Tom Travis, Ken Faller and Steve Norris have sanded #644's ceilings, walls, bathroom, benches and cupola area. The floor was carefully sanded, cracks cleaned, and all the old paint and dirt were removed. The old tin floor heat shield was removed and many metal parts were grinder brushed. We hope to have this car's interior painted by Christmas.

SP 1058

Doug Kerr has been working on the new windows and doors for this "shack". The doors are perfect and one of the very best examples of the carpenters art the museum has ever seen. Doug has also completed fourteen of the car's seventeen new windows. The new doors and windows are the final big steps to complete #1058's exterior.

GATX 34569

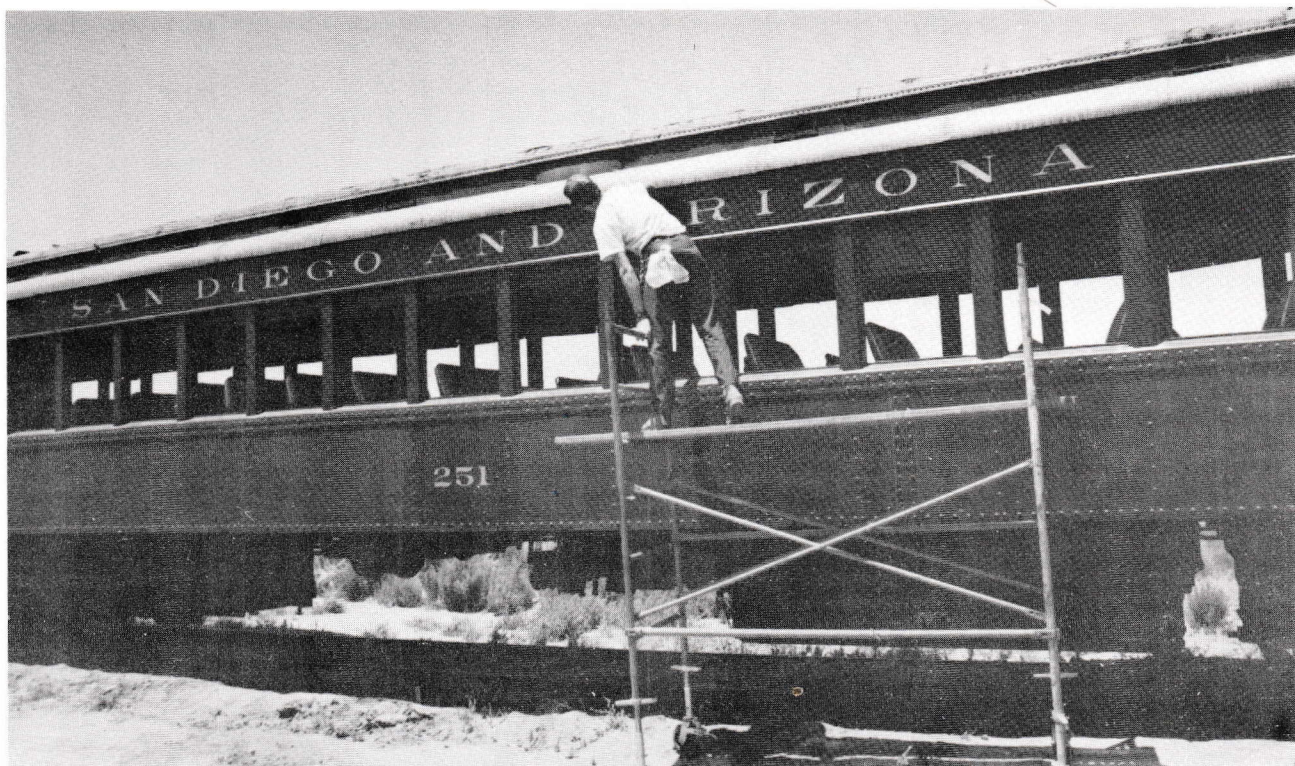
PSRM's third tank car has now been primed and final painted by Bill Kreischer, a professional painter. The car is one of the first welded tank cars and has come a long way from the cement coated, forlorn looking specimen it was when we got it from the Southwestern Portland Cement Company. Bill Barbour, Tom Travis and Norm Hill completed the car's paint preparation.

GARX 60010

Norm Hill, Tom Travis and Bill Barbour detailed the car's trucks as soon as the sandblasting of the frame was finished. Bill Kreischer then final painted the car. This car looks very good now and has been in our possession only a few weeks.

SD&A 251-252

These cars recently had their interiors sandblasted by R.W. Little and S. & M. Sandblasting Companies. Norm Hill loved lining up two sandblasting companies for one day of work. Two cars' interiors in one day is something day dreamed about for years. Tom Travis, Ken Faller, Norm Hill and other volunteers were "rewarded" with what seemed like tons of sand, all of which had to be shoveled, swept and vacuumed out. What fun! Bill and Tom cleaned the cars' ceilings and Bill Kreischer primed the



There is lots of this kind of work to do to get more SD&A coaches ready for our special Campo to San Diego excursion on April 30, 1988. **Joel Cox** is shown here finishing up the letterboard on No. 251. The letters are gold vinyl cut out by Joel and **Larry Rose** using the original 1920 SD&A patterns from the Museum library. (L. Rose photo)



This view of a San Diego Trolley and SD&IV locomotive #1229 (ex-Santa Fe SW-9) was taken just north of the trolley maintenance yard at the start of the East Line to El Cajon. Just to the left of this scene is the SD&IV engine house and freight yard. This blue and yellow locomotive and its sister #1237 were painted and lettered by PSRMA volunteers in 1985 as a favor to the local short line that hauls the freight over the trolley route at night. (L. Rose photo)

SD&A NEWS

Ridership on the museum's railroad is up thanks to a fall advertising effort led by **Rene Scheuerman**, who placed ads in several local papers and arranged for our train ride brochure to be placed in dozens of hotel lobbies and tourist information centers in the San Diego area. Rene also registered PSRM with the San Diego Convention and Visitors Bureau.

Ticketing has been handled by **Joe Beard**, **Nancy Getz** and **George Heflin IV** who does a little and lot of just about everything for the SD&A. Congratulations to **Mike Reneau**, who has recently qualified as engineer. **Geoff Scheuerman** has been doing the crew calling and **Craig Coney** has been keeping the communications system operating. The running of the trains has been ably handled by the following folks for the last few months.

ENGINEERS			
Don Getz	Vern Cook	Ken Helm	Bob Nickles
Jim Lundquist	Gaylen Dyreng	John Pattison	Mike Reneau
Geoff Scheuerman	David DiGiorgio		
FIREMEN			
Doug Mick	Gordon Buck	Don Getz	Dick Ruppert
Dave Slater	Randy Gibson	Mike Reneau	Vern Cook
CONDUCTORS			
Mike Kemp	Dave Slater	Tim Floersch	Doug Mick
Rene Scheuerman	David DiGiorgio	Don Getz	
BRAKEMEN			
Phil Heil	George Boggs	Robert Watrous	Dick Ruppert
Jim Lundquist	Charles Finney	Bob Vanderhyde	Randy Gibson
Bob Nickles	Maurice Fennell	Belinda Lundquist	Jack O'Lexey
Gene Dramm	Tony Neece	Ed Gaede	Tim Floersch
Rene Scheuerman			
SPEEDER CREW			
Jim Rassmussen	Doug Mick	Tony Neece	Gordon Buck
Mike Kemp	Don Getz	Charles Finney	Randy Gibson
Dick Ruppert	Mike Reneau		

There are several new names on this list who went through **Dick Ruppert's** summer crew training program, and, hopefully, a few more will stick through the winter program and swell this impressive group of railroaders even more. These people are putting the museum on the map! Thanks to all for a super effort.

Special thanks to **Roy Pickering** for providing the SD&A "San Diego Short Line" drumhead insert for the platform of cafe-observation #1509. Roy found the plans of the original 1920 design in the museum library and fashioned a beautiful copy. The nighttime effect is especially impressive, reeking of the rich tradition of "name" trains in the golden age of railroading. We can thank **Mike Reneau** for working over the batteries and getting the lights on in #1509. The SD&A trains operate just fast enough for the wheel generator to keep the batteries charged.

Special mention of conductor **Dave Slater** is also in order. Dave is the ideal role model for all our young conductor trainees. His uniform is perfect and his demeanor the essence of a hundred years of railroad tradition. You just know that he would dearly enjoy stopping the train to throw a bum off in the wild outback east of Campo! When you see him cruise the aisles, ticket punch in hand, there's no doubt who is in charge. It is worth the price of a ticket just to watch him work the train. In the visitor sign-in book at the gift shop entrance, the most common comment is "We loved it!" Dave is one of the reasons for that reaction.

MEMBERSHIP NEWS

by Tanya Rose

Words can't begin to express my pride and pleasure when yet another out of town member joins the ranks of PSRM's "true believers" by upgrading to the life membership level. I thought the note he enclosed with his check was so precious and would love to share it with you. "Please allow me to become a life member of PSRM. I no longer live in the San Diego area, but never want to lose touch with the museum's activities. Thank you, **David R. Crile**". Thank you, David!! We're happy to add your name to our beautiful brass plaque at the La Mesa Depot!

As the year winds down, I think back to the magnificent achievements we all made happen in past years. Each of you is an integral part of the "magic", whether you participate in the hands-on building of our museum and/or loyally support us with your yearly dues. All the fan letters we get also give us renewed energy to be worthy of your respect and confidence. Blessings on you for making the PSRM dream turn into a concrete reality with each passing year. May our future be as bright as our past!

We welcome every new member and thank each of you who have upgraded.

LIFE

#76. Dennis R. Crile

SUPPORTING

Lyle & Kay Branch Michael J. Denison

CONTRIBUTING

David & Geraldine August Mrs. Edythe Shiffman
Joyce Thompson

FAMILY

The Honorable & Mrs. Alfred Alquist	Col. & Mrs. George G. Cain	Richard F. & Jane Cupp
Edwin C. & Lucile A. Dunn	Mr. & Mrs. Robert Krebs	Michael & Joan Walsh
William & Vivian I. Dindinger	Paul, Peggy & Mark Lonac	Norman & Alice Martinson
Ted, Carolyn, Roderick & Amanda Sweet	Jim & Jan Papulas	George & Merry Peace
Rodney E., Barbara K., John R. & Deborah Kagy	Angela & Shirley Wardzinski & Frederic L. Patterson	

INDIVIDUAL

Michael Boerner	Laura Lee Weaver	Jeanette K. Hall	Greg Henry	Carryl Holman
William J. Wallace	James M. Callahan	Charles K. Dargan, I	Rea Martin	Henry F. Maguire, M.D.
Roland W. Shorter	Dean P. Tennis	Thomas P. Webster		

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.

HONOR ROLL

ROBIN BECKER sent in an nice cash donation to the Facilities Fund along with a form to collect a matching grant from his employer. Several other companies have been working this double your money deal in the last few years. Great idea!

ROBERT E. EIKEL, President of the Museum Board of Trustees, sent in a large chunk of cash for the General Fund, the last resort for land payments and utility bills. **HELEN EDELEN** of Sedona, Arizona, also contributed heavily to the General Fund, as did **JOHN MAERKI** of Calipatria and **JIM LUNDQUIST**, the Museum's Executive Director.

WALLY BARBER, another Board of Trustees member, dropped some heavy cash into our trackwork fund. The Facilities Fund benefited from a cash contribution from the **DESERT ROVERS TRAVEL CLUB** out of El Centro.

The Restoration Fund has been blessed with contributions from **MARGARET STAHL** of Carlsbad, **FRED KLYVER** of Walnut Creek, **KARL** and **LAVERNE STEPHENS** of Escondido and **WILLIAM ATTAWAY** of San Diego.

RICHARD and **NORA HIGGINS** of Laguna Beach have helped our #2353 steam locomotive restorers with a very nice cash donation.

WALTER VAUGHAN has made a double donation, first, cash to the Santa Maria Valley railbus restoration project, then a donation of old-time time tables, photos and various railroad paper items to our library.

WALLY SCHONSCHACK has also doubled up, donating cash to the "Carriso Gorge" private car rebuild effort, the SMV railbus project, the Buy-A-Tie Fund and the Russ Kimball Memorial Fund.

STEVE SZABO of Washougal, Washington, has also contributed big cash to our engineering fund set up in memory of Russ Kimball, C.E., who laid out all the trackwork and grading done at the Museum since we purchased the site in 1980.

DAN CLEMENTS and trustee **BILL NIEDRICH** have contributed to our downtown headquarters fund.

HENRY and **HERMAN PIPER** of Bonita, donated a pair of 1,000 gallon storage tanks with electric pump and stands, a steel welding table and several shovels and hand tools. They are all very useful items around a railroad museum.

CHARLES ALBAN has donated big cash to the museum signage fund. He has also done much of the physical work to get the signs made and installed at our Campo facility.

RENE SCHEUERMAN donated the membership fee to register the Museum with the San Diego Convention and Visitors bureau.

CRAIG CONEY, a regular on our SD&A crew, has gotten involved with P.R. work. He promoted PSRM with a booth and video tape setup at the Clairemont High School "Great Escape" show, highlighting various fun activities in San Diego County.

THE CALIFORNIA STATE RAILROAD MUSEUM in Sacramento donated a heavy duty metal lathe that they acquired from the adjacent S.P. locomotive shops. It was transported to Campo by **BOB IMMERGLUCK** of the **BAY AREA ELECTRIC RAILROAD ASSOCIATION**. The BAERA, operators of the Western Railway Museum at Rio Vista Junction, sent the largest contingent of any museum to the A.R.M. convention at Perris. A very impressive forty one BAERA hard core attended and most of them went on to visit our operation before heading back north. Bob arrived first, impressing everyone here by hauling the 3,000 lb. lathe over 500 miles on a trailer pulled by a passenger car. We were happy to load his trailer for the return trip with as much surplus electrical equipment from our Lackawanna cars as he could carry. Thanks to Bob, CSRM and BAERA. We owe you one!

HARRY DOERING, our hard working financial manager, is the REPORT staff's "unsung hero" for the many, many things he does to make our work easier. He sorts out our mail at the depot, does errands when we have no time to spare, pays all the bills with some spectacular financial tightrope walking, and just makes things flow a lot smoother for the Museum in general. Besides all that, he's one heck of a nice guy!

All Aboard for Scotland and Wales in '88!

As was mentioned in the last newsletter, the Excursion Committee is organizing a rail tour of England, Scotland, and Wales next September. We are going to visit friends and members in London, Edinburgh, and Llan-gollen in North Wales near Chester. Lots of train riding is planned and to get everyone in the mood we offer the following poem.

William Aitken was born in Sorn, a village in the uplands of Ayrshire, Scotland in the year 1851. When he was twenty he entered into the service of the Glasgow and South-Western Railway Company where he eventually became a traffic inspector on the line between Glasgow and Greenock. This poem is from his "Echoes From The Iron Road", a beautiful gilt edged book presented to me by **Walter Vaughan**. I hope you enjoy this delightful sample of Scottish humor as much as I did. (T.R.)

THE WRONG STATION

by

Inspector Aitken

The summer sun was blazing down,
In new-born glory beaming;
When into Auchterarder toun
The morning Mail came steaming.

A London tourist, by my word,
'Twas something new to see yin
Yet there he was, as proud's a lord,
But, mercy, what a wee yin.

The hills he sought in quiet and ease,
His shaky nerves to steady;
By Jove! the bracing morning breeze
Had done him good already.

It filled him full of pith and pace,
From toe to Tam o' Shanter,
He could have run a ten-mile race,
And won it in a canter.

"By George, this is the place for me,
It's perfect elevating;
Hey, porter there," he cried in glee,
"Isn't this invigorating?"

Jock didn't rightly catch the soun',
He thought he meant the station,
And that he had got landed down
At some wrang destination.

"Jump in," he cried, "or else ye'll miss
Yer train, yer gangin' farder,
It's no 'Invigoration' this,
It's only Auchterarder."

We need at least 15 travelers for this Brit Rail special. To reserve your spot, send a \$100 deposit to PSRM Excursions (Brit Rail '88), Attn. Ann McVeagh, P.O. Box 381, Nestor, CA 92053

ARM & TRAIN CONVENTION REPORT

PSRM staff attended two national conventions since the last newsletter. The Association of Railroad Museums (ARM) held their convention in mid October hosted by the Orange Empire Railway Museum at Perris, California. The Tourist Railway Assoc. Inc. (TRAIN) held their convention a few weeks later in Sandusky, Ohio, hosted by the Mad River and Nickel Plate Railroad Society.

Larry Rose and **Harry Hurry** represented PSRM at the ARM affair which featured many fine seminars and a sensational operating show put on by the Orange Empire people. An almost continuous parade of vintage traction equipment rolled on the museum's main line, including a three car Pacific Electric "blimp" train. Their steam engine, a trim little 2-6-2, was also performing as were a pair of MRS-1 diesels operating in multiple unit configuration. These engines are the AlCo built equivalent of our EMD ex-military locomotives #1809 and #1820.

Highlight of the many informative seminars was a super presentation by Orange Empire president **Tom Jacobson**, on how to deal with movie and TV production companies. **Harry Hurry** took many notes on this most pitfall laced museum income source for distribution to our officers and key staff. In addition to the seminars and operating show, a most interesting tour of the Trailer Train shops was set up for the conventioners by the host museum who pulled out all the stops to organize a fun time for everyone.



Museum Facilities Superintendant **Barney Barnier** inspects an unusual eastern style switchstand as a Conrail freight rumbles past the Sandusky Depot just beyond. The depot is boarded up and falling to ruin but Amtrak still stops here. The "agency" consists of a pay phone and bulletin board with the Amtrak schedule and reservations phone number. (L. Rose photo)

The TRAIN convention in Ohio was the first such affair ever held at a non-operating, static museum site, but the Mad River and NKP Railroad Society put on a great show. A mainline excursion train on the Norfolk Southern carried conventioners to the museum at Bellevue, Ohio, a beautiful little midwestern town of 8,000 about 16 miles from Sandusky, wrapped around a junction of the old PRR and NKP lines. Representing PSRM were **Jim and Belinda Lundquist, Barney Barnier, Larry Rose, John Baldwin, and Harry Hurry.**

The Mad River and NKP Museum is well maintained, featuring a classic little depot and walk-through exhibits of vintage locomotives and cars. Entry (and exit) to the museum grounds is through their gift shop, a very smart and successful idea! The museum has exhibits on both sides of an active Norfolk Southern mainline. Conrail trains cross this line at a diamond only a few hundred feet from the museum's main gate on the ex-PRR line, providing heavy mainline action at all hours in four directions.

Eighty one member organizations were represented at this year's TRAIN convention. A heavy duty steam locomotive maintenance seminar was one of the highlights of a full schedule of events at the Sandusky Sheraton but the late night bull sessions with the activists of these museum and railway operating outfits is really the best part of these annual get-togethers. Meeting old friends and making new ones while catching up on the latest railway preservation gossip is an essential part of these conventions. One of the results of this year's bash is that PSRM will be exchanging publications with several more museum groups.

One of the many publications picked up by the newsletter editor was several of the newsletters of The Alberta Pioneer Railway Assoc. One of the issues had a fascinating article on how this Canadian group acquired and moved a ninety foot turntable. Great stuff and something that we would like to do someday. We will now be watching to see how this Edmonton based organization installs this prize and gets it back in operation at their museum.

The interaction between rail preservation groups that goes on at these gatherings is reason enough to attend. Railfanning side trips in a strange neighborhood is another. Coming and going to Sandusky provided an

opportunity to ride the Cleveland rail transit system and photograph Conrail and Norfolk Southern action in the area. We even stumbled onto a major trolley preservation effort that is going on entirely inside a large mobile home park near Cleveland!

After the wrap-up of the ARM meet, many of the out of state conventioners visited our operation at Campo on Monday before going back home. They were treated to a ride on our SD&A, including a photo run-by at Clover Flat. We were expecting just a few but an entire bus load showed up. Special thanks to our SD&A crew, some of whom took time off from their regular jobs, for making the call on the special run.

Next year the ARM convention will be in Galveston and the TRAIN convention will be hosted by the California State Railroad Museum in Sacramento. All museum regulars are encouraged to attend. Be prepared for an education and a great deal of fun.



A rebuilt Norfolk Southern GP-9 powered by a Caterpillar key start prime mover, pulled the special convention train from Sandusky to Bellevue, Ohio, stopping enroute for the traditional photo run-by. (L. Rose photo)

RAIL TRANSIT NEWS -The PSRMA Connection

Construction is well along on the San Diego Trolley's five mile extension from the present end of the line at Euclid Avenue in Southeast San Diego to the Spring Street Station in La Mesa, a few hundred feet from our La Mesa Depot. Contracts were let in October for the next six mile section from La Mesa to El Cajon. Progress on this \$103.4 million project can now be seen all along the route. The La Mesa park and ride station is 80% complete as this is being written.

Work on the El Cajon segment is being done by Comstock Engineering, Inc. a Pittsburgh, PA firm who is also doing transit construction for the MARTA system in Atlanta, the city and county of San Francisco and the Dade County transportation Administration in Miami, Florida. Most of the work being done now is underground utilities, drainage structures, and retaining walls. No major trackwork is visible yet out El Cajon way but signs of grading and preliminary activity are everywhere.

Elsewhere, ground breaking ceremonies for the new Metropolitan Transit System's headquarters building were held in November at the site of the old San Diego and Arizona freight house adjacent to the Imperial Street station. This is also where the La Mesa/El Cajon branch begins. The new building, called "MTS Tower", will house San Diego Trolley and all parent transit agencies for San Diego.

The ten story building was designed by Delawie/Bretton/Wilkes Assoc. AIA. **Larry Rose**, senior associate for the firm, worked on the initial design and built the model that was on display at the ground breaking. The Imperial Street station and East Line junction will actually be under the building with direct access to the ground floor.

Our REPORT editor was at the ground breaking, of course, to explain the model to the many dignitaries present and to demonstrate one of its more unusual features. The "N" scale (3/4" = 10 feet) trackwork under the building is fully functional and a small 9 volt battery propels two miniature red trolley cars back and forth. The animated model delighted the assembled throng and only MTDB Chairman (closet railfan) and former state Senator **Jim Mills** noticed that the miniature trolleys were actually models of PCC cars. Such cars last operated in San Diego in 1949. Larry explained that the local model railroad shop (member **Bill Kingston's** "Whistle Stop") had only models of PCC cars in stock in "N" scale and that there wasn't time to build custom replicas of the modern Siemens-DuWag machines.

Due to time constraints, the model base was actually built one night in the museum wood shop at Campo. Larry enlisted **Gaylen Dyreng**, recently retired SD&AE engineer, to help him screw it together and many members were intrigued that PSRMA was involved some way with the old and the new in San Diego area rail transit. The model is now on display in the conference room at MTDB's present headquarters downtown.

This is not the first San Diego Trolley project the PSRMA's resident architect has been involved in. Several years ago, MTDB hired the Delawie firm to do a study for extension of the trolley to San Diego's Lindbergh Field. Larry did the drawings for the study, his first ever paid "railroad job". And there is more.

A new high rise twin tower office, retail and hotel project was unveiled last month to be built on two blocks directly east of the Santa Fe Station downtown. The two blocks straddle C Street and the end of the line of San Diego Trolley. The new line to the airport will start here and the trolley station is to be literally inside the lobby of the proposed 130 million dollar high rise development. The Delawie firm is again the architect and Larry was again involved in another "N" scale model. You guessed it, the model has tiny trolley cars that actually work!



This is the old San Diego and Arizona freight house, source of the great "Dumpster Collection" that makes up the bulk of the Museum library and the best source of SD&A history ever unearthed. The picture was taken only two days before the building was demolished to make way for the new San Diego Trolley/MTDB headquarters building. **Jim Hamill** is shown salvaging the rail adjacent for the Museum. **Larry Rose** and **Dick McIntyre** helped pull it up. Tie plates and spikes were also hauled away to Campo. While work progressed, the trolleys stopping at the Imperial Street station beyond, many piloted by PSRMA activists, regularly beeped recognition at us for the noble effort underway. (L. Rose photo)

This large model travels all over town now to various agencies and P.R. functions in the back of Larry's pick-up truck, a vehicle with large magnetic PSRMA logos on each door. Opportunities to inform people of the railroad museum abound. There is another interesting tie-in. The president of the development company behind these projects, **John P. Starkey** of Starboard Development Company, is a PSRMA member, also!

This is all coincidence, of course, (or is it!?) but its such a small world and PSRMA's peripheral involvement by way of a few of its members in the heartbeat of the city and its transit system, deserves more than just a passing comment. It has something to do with the vitality of the organization. Even the operating staff of the trolley company is shot through from top to bottom with PSRMA members. (Seniority No. 2 belongs to our Executive Director **Jim Lundquist**, **Larry Granfield** has seniority No. 1, and **Duane Leal** has No. 5.)

Except for Mr. Starkey, all members mentioned in this article were PSRMA members before they got their present jobs. Their involvement in rail transit in San Diego has to be good for PSRMA. The rail history of the area being made today will be preserved, the local railroad museum and rail transit will be enthusiastically promoted, and it will all be an "inside job"!

arm

ASSOCIATION OF
RAILWAY MUSEUMS

Member
**san
diego**
SAN DIEGO CONVENTION
& VISITORS BUREAU

TRAIN

Tourist Railway
Association Inc.



PACIFIC SOUTHWEST RAILWAY MUSEUM ANNUAL AWARDS BANQUET

SAT. JAN. 23, 1988

COCKTAILS 6pm

DINNER 7pm

AWARDS & PRESENTATIONS

DANCING 9-12pm

LOCATION

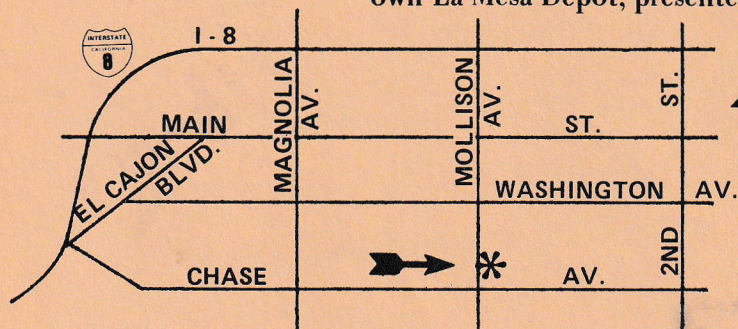
GERMAN AMERICAN SOCIETY CLUB
1017 SOUTH MOLLISON
EL CAJON, CALIFORNIA
Between Washington Ave. and Chase Ave.

MENU

ROULADEN (meat dish), VEGETABLES, POTATOES, SALAD, COFFEE, DESSERT

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An AWARD WINNING multi-media slide show on the history of our
own La Mesa Depot, presented by BRET MARNELL



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