



Nov.-Dec. '87

REPORT

No. 213

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



FIRST MUSEUM TRAIN OVER CAMPO CREEK VIADUCT!

PSRM furnished a work train and crew last month to assist workmen hired by the SD&IV Railroad Co. to sandblast and paint the tower bases of the Campo Creek viaduct. The all steel bridge is three miles east of Miller Creek on the old SD&A at milepost 77.3 and is 178 feet high and 580 feet long. Shown behind engine #1809 is our recently acquired ex-G.A.R.X. flatcar and our ex-Union Pacific caboose. Several silted in cuts past this location were also cleaned out and the line is now open all the way to Jacumba. The reason for this sudden interest in maintenance on the mountain division is the lead story in this issue of the museum newsletter.

(D. DiGiorgio photo)

MUSEUM ROLLS WORK TRAINS FOR SD&IV

"It's the most spectacular train ride in America"! MTDB Chairman Jim Mills

As most members are aware, the San Diego and Imperial Valley Railroad Co. (a subsidiary of RailTex of San Antonio) is the freight business operator on the Metropolitan Transit Development Board owned San Diego and Arizona Eastern Railroad. The SD&IV currently operates on MTDB's San Diego trolley south line to San Ysidro and east line to El Cajon mostly at night. The SD&IV also serves several shippers across the border in Tijuana. Currently, their deepest penetration into Mexico is a lumber yard in Matanuca just past tunnel #2 and about eleven miles from the border gate.

The media in San Diego in the last few months has carried several stories of exciting new freight traffic possibilities for SD&IV. Sand and trash hauling have both been mentioned, but what to do with San Diego's garbage is the big issue. Forty car trains of rubbish filled hoppers via SD&IV to new land fills in the east county by way of Mexico have been the real headline grabbers. In addition, a trash-to-energy recycling plant has been proposed in the desert in Imperial County. This idea would involve unit trash trains from San Diego over the mountains and through Carriso Gorge. These schemes would greatly affect the museum and are the reasons behind the SD&IV's and PSRM's involvement in maintenance work on the tracks near Campo.

The first major maintenance item was the Campo Creek viaduct located three miles past the end of the museum's current operating territory at Miller Creek. This bridge is the largest of all the steel spans built by the San Diego and Arizona between 1910 and 1918. It hasn't seen any maintenance since the S.P. days before 1976 and the rust was getting very noticeable on the tower footings that are adjacent to Highway 94 which passes underneath.

The contractors hired by SD&IV to paint the bridge tower bases realized early on that they would have to work from the top because of the heavy brush and steep ravine at the bottom. PSRM provided a flatcar for the compressor, sand and air hoses and the rigging to lower the workers some 170 feet over the side of the bridge. Our U.P. caboose was also provided to serve as a storage space for tools and supplies. Power for the special trains included our SD&A MRS-1 #1809 and our ex-U.P. Fairbanks-Morse H20-44 #1366.

Several cuts farther up the line have been filled with sand and debris for many years and were cleared at the same time the bridge work was being done. Board member **Wally Barber** provided the loader and did most of the work repairing the erosion damage that had covered the track up to three feet deep in several places. This work opened up the line all the way to Jacumba.

The reason for the urgency is the announcement of a special train for owner MTDB to be operated from San Diego to Jacumba by SD&IV on March 5th. The stated purpose of the special train is to show the MTDB board the potential land fill sites along the route accessible to the trash trains. The real reason for the all day trip is the possibility of opening the line up for tourist trains! Carriso Gorge begins just past Jacumba prompting the following quote from MTDB chairman, former state senator, father of the San Diego Trolley and known railfan **Jim Mills** "It looks like what Walt Disney would have loved to have had. It is the most spectacular train ride in America!"

PSRM will provide the passenger cars for the MTDB special. The locomotive and crew will be by SD&IV. And the passenger service into the gorge?! **It is our destiny!!**

Special thanks to the volunteers who ran the work trains, some of whom took time off from their regular jobs to be there: **David DiGiorgio, Ron Hyatt, Geoff Scheuerman, John Pattison and Rene Scheuerman**. My apologies in advance to those who were there and got left off the list.

HONOR ROLL

John Maxwell's LA MESA PLANING MILL donated \$456 worth of custom millwork to our equipment restoration effort.

EDYTHE SHIFFMAN, BOB CORNETT, BILL GUNTHER, JOHN BORDNER, JIM LUNDQUIST, BOB VANDERHYDE, VERN COOK, GEOFF SHEPHERD, GEORGE KELLER, MARGARET SECOR, JOE BEARD, FRED KLYVER, MAURICE FENNELL, MIKE KEMP, and AL BARNIER have all donated cash to the General Fund.

B. E. BISHOP and BOB TURNER have donated to the steam locomotive rebuild fund.

WALLY SCHONSCHACK has donated enough cash for three ties to the "Buy-A-Tie" fund. **DARREL BIVANS** kicked in enough for two more.

MARK and THERESA JENNINGS have donated to the Restoration and Facilities Fund.

DICK RUPPERT has donated cash to our Facilities Engineering Fund set up in memory of museum civil engineer **Russ Kimball**.

CRAIG TOMLINSON donated an inside micrometer with a capacity to 22 inches to our steam locomotive tool crib.

DR. DAN MARNELL, the museum's Vice President, saved his best shot for the last day of the year, donating a whopping \$10,000 to the capital fund campaign! The museum thanks Dan, who is in line to be the next president of PSRMA, for this eye popping Christmas gift.

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

SD&A NEWS

The filming of a commercial for Pacific Bell using the Campo Depot and a museum freight train has earned PSRMA \$8,500 in much needed revenue. Our SD&A staff provided the crew and engine #1809 that participated in the mid week filming. **Jim Lundquist** took time off from his regular job to be on site during the production, serving as representative for the museum for all train movements and requests made by the movie company. **Vern Cook** and **Rene Scheuerman** were on hand for the filming as train crew. Several others jumped through hoops on the weekends before to get everything ready. **Larry Rose** painted two freight cars and stenciled three in support of the production.

Our regular SD&A operating crew, engineers, conductors and brakemen, as listed in the last newsletter have all been faithfully hanging in there and showing up for their regular assignments. **John Pattison** has been named the new crew caller for 1988. The on-board crew who help people on and off and who host the cars talking with passengers and promoting the museum were not listed last time but have also been loyally executing their duties. Here are the SD&A trainmen who have been assisting patrons of our railroad for the last few months: **Jenifer Barnier**, **Mike Retz**, **Ann Ruppert**, **B.V. Parks**, **Duane Dubke**, **Don Pope**, **Bill Schneider**, **Roger Hamilton**, **John Pfingsten**, **Cliff Pennick** and **George Heflin IV**. Thanks to all for a superior effort!



Conductor **Dave Slater** with radio in hand is shown here orchestrating the run-around move at the Campo Depot as our regular SD&A excursion train prepares to get underway. The depot had been modified by stage props and a false lean-to for filming of a commercial for Pacific Bell. All of the falsework and props were removed when filming was completed. (L. Rose photo)

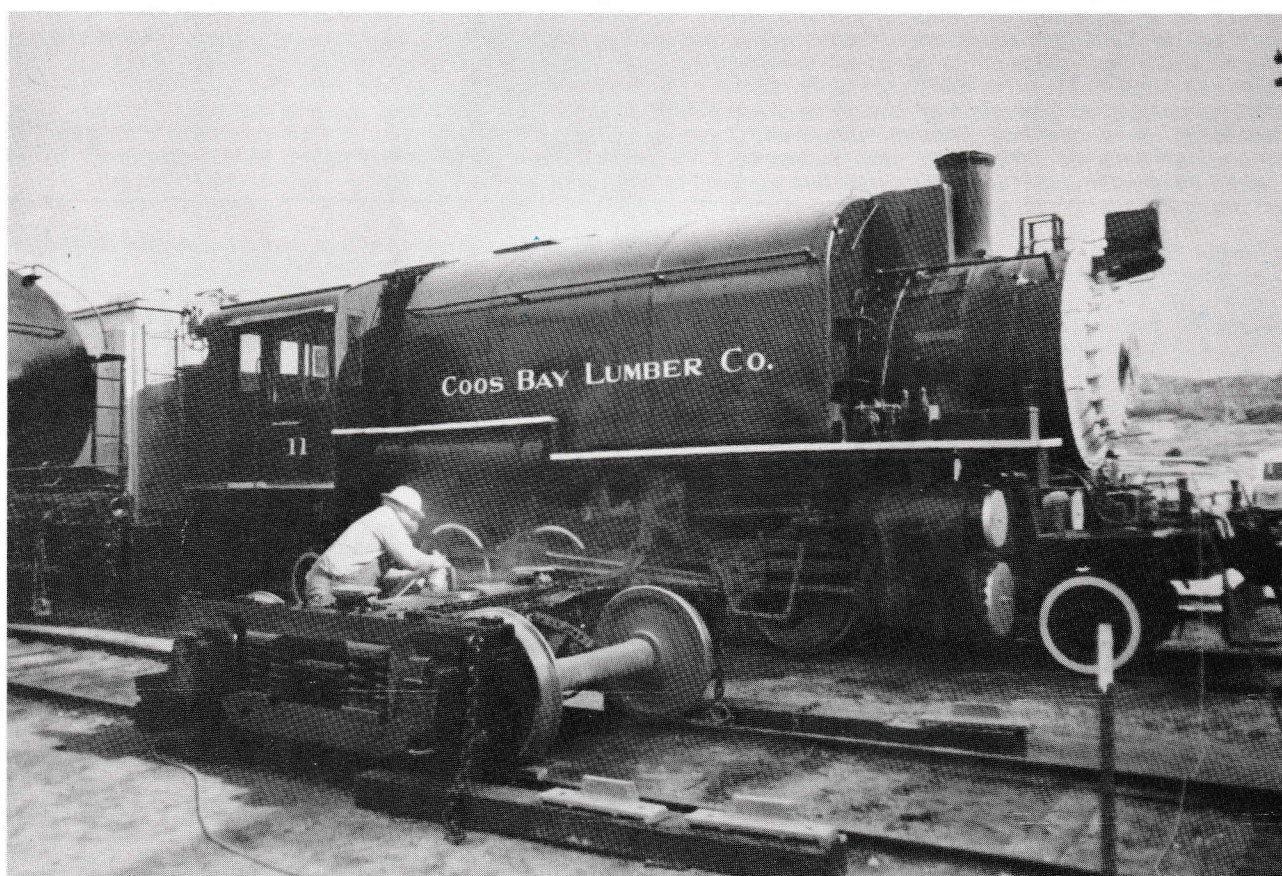
Ridership and operating revenues on our excursion railroad were up in 1987. 13,536 people bought tickets on the SD&A in 1987, generating \$82,626 for the museum. By comparison, the 1986 totals were 9,649 riders and \$59,614 added to the museum coffers. An average of 1,000 people a month rode our train in 1987, up 200 from the year before. The increase is almost all word of mouth as very little advertising or promotion has been done. The reason for this is, of course, the fact that we don't have enough equipment on hand to handle too big an increase at this time. With five more SD&A coaches coming on line in 1988 and with RAILFAIR '88 making a big P.R. splash, the figures are sure to grow.

With our third year of operation expected to draw record crowds, it will also be necessary to attract more volunteers to run the railroad. We are constantly short of ticket agents and gift shop staff, sometimes having to sell tickets over the gift shop counter with one person doing everything. Too heavy an increase in ridership in 1988 will bury our overworked staff. Let this be **your** invitation to help the SD&A next year. If you would rather pull pins and jerk a throttle there is always room in that area also for your participation. Call **Dick Ruppert** at (619) 459-2573 for the crew training schedule. Call Operations Superintendent **Ron Hyatt** at (619) 466-4679 to help out in the office. With more member involvement, we could easily double ridership in 1988. Let's do it!

MECHANICAL DEPARTMENT NEWS

SP 2353

The tender trucks have been assembled, final painted in traditional gloss black and placed back under the 35 ton Vanderbilt water bottle. The tender was then hooked up to the locomotive so the entire unit could be moved off of track three where it had been up on blocks for several months, preventing anything from being moved in or out of the car shop. Workers on this big 4-6-0 have been **Doug Mick**, **John Buzzell**, **Harry Hurry**, **Jim Lundquist**, **Bill Palmer** and **Ken Helm**.



Museum Master Mechanic **Ken Helm** is shown here final painting a truck belonging to the tender of S.P. ten wheeler #2353. The trucks were reassembled the week before this view was snapped and received new packing, rear seals and reconditioned brasses. Beyond is our 2-8-2T built by Alco in 1929. (L. Rose photo)

ALCo RS-2

Some time ago, our mechanical department troops secured a set of used lube oil strainers from Chrome Crankshaft, the used locomotive and parts dealer in Los Angeles. These strainers have been rebuilt and installed in the locomotive by **Ross Robinson** and **Dick McIntyre**. Ross did all the pipe work that involved all new copper tubing and brass flair fittings. **Ken Helm** has been getting the cab gauges rebuilt and has been the lead wrench in the effort to get this locomotive back amongst the living. **Stan Paulsen** has been helping with the electrical work. Preparation of the cab interior for painting is the next order of business cosmetically and firing up this beast is due anytime now on the mechanical front. If all goes well, this engine will go down the hill to participate in RAILFAIR '88 in San Diego this May. Others helping have been **David DiGiorgio**, **Jim Callahan**, **Geoff Scheuerman** and **John Ashman**.

SD&A Coaches

The wheel and brake work on these cars has been extensive. Half of the axle sets will have to be turned to profile. The nearest lathe large enough to handle them is in the machine shop in Seeley, some 50 miles from Campo. Taking the trucks apart and getting the wheels to and from the lathe has been a major effort of Mechanical Department Superintendent **Geoff Scheuerman** and his staff. **Doug Mick** has been the crane operator lately, lifting the ends of the cars up for placement on cribbing. **Jim Hamill**, **Robin Becker**, **Craig Tomlinson**, **Jim Rasmussen**, **Joe Beard**, **John Buzzell**, **Jim Lundquist**, **Dan McLean**, **Ross Robinson**, **Barney Barnier** and **Harry Hurry** have all been involved in getting the trucks apart and the axle sets loaded on hired flatbed trucks.

The traction motors that are on five of our six ex-Lackawanna commuter cars are being removed on all cars requiring all of them to be lifted so the trucks can be rolled out. **Jim Lundquist** has been doing the air wrench work to get everything apart. They will be several tons lighter when everything is put back together. This means that the brakes will have to be re-engineered to smoothly stop the lighter cars which have also lost lots of other heavy electric hardware that the coach conversion has made useless.

Motor Cars

Our Fairmont A-5 gang car is being rebuilt by **Robin Becker** and **Craig Tomlinson**. It will receive a new hardwood deck over a frame that Robin and Craig have repaired, cleaned and painted in the last few weeks. This

heavy eight man motor car has a 4 cylinder Waukeshaw engine in it. Another A-5 car recently acquired by PSRMA from government surplus has a 4 cylinder Ford engine in it. Both are key start and simple to operate. They are the perfect tools for maintenance of way and fire control on our railroad, as they have the power to pull a string of tie and tool trailers or the heavy water and fire hose trailer.

Speeder and handcar work is one of the best ways for new members to get involved in the mechanical and restoration departments of the museum. They are small and relatively easy to work on with the "light at the end of the tunnel" easy to see. The confidence and satisfaction gained with the successful completion of one of these small projects is the perfect preparation for involvement in locomotive and passenger car work and other tough projects that require a long term commitment.

1809

Our big MRS-1 locomotive has been taken out of service to have its wheels turned and to be spruced up for RAILFAIR '88. The Fairbanks-Morse H20-44 (ex-U.P. #1366) is taking its place on our SD&A excursion trains. A portable wheel cutter has been purchased by the museum to reprofile the #1809's wheels. It mounts on the track and cuts one wheel at a time without having to take anything apart on the engine. **Geoff Scheuerman, Ron Hyatt, Dick Cupp and David DiGiorgio** have been the volunteers closest to this action.

Support Machinery

Our air compressors, arc welders, track tampers, forklift, pickup trucks and cranes are maintained almost exclusively by **Harry Hurry** and a very small group of people that he can count on to be there when the going gets tough. These tools are vitally important to the construction of the museum, operation of the railroad and restoration of the collection. **Jim Hamill, Dick McIntyre, Ken Helm, Barney Barnier and Geoff Scheuerman** are the people who help Harry when push comes to shove. Thanks to all who participate in these unglamorous but essential chores.



This photo shows the dismantling of the traction motors of our SD&A coaches in full swing. **Jim Lundquist** and **Dan McLean** are pulling off axle mounted parts in the center of this scene. Beyond, **Doug Mick** has the museum crane set up to lift the other end of an ex-self-propelled commuter car so the process can be repeated. At right is our private Pullman **ROBERT PEARY**, which will soon be used to convey the MTDB board and other officials from San Diego on an inspection of the SD&A all the way to Jacumba. (L. Rose photo)

HELP!

Can you do small brass castings of things such as door latches in your home? If so, call **Jim Hamill** at (619) 277-2626 any evening. He has tried to get this done at local foundrys but they just laugh when he brings such small jobs for them to do.

INDUSTRIAL ARCHEOLOGY

(Restoration News)

by Norm Hill



Here is Dick McIntyre, on ladder, and Paul Bortell repairing the sheet metal roof of S.D. & A. coach #253. Paul, on the car roof, is using a special sheet metal bending tool designed and built by Dick just to work on the ends of the clerestory roofs of these ex-Lackawanna veterans of 1925. (L. Rose photo)

The big effort at the museum for the last few months has been to complete the SD&A tourist cars. Many people have been working very hard to get the cars ready for our railfair in San Diego and a super ride down the hill. The following persons have been helping get the cars ready: Bill Barbour, Tom Travis, Ken Faller, Ross Robinson, Jim Hamill, Ken Helm, Larry Rose, Ted Kornweibel, Frank Stites, Dick McIntyre, Dan Marnell, "Chop" Kerr, Bob Eikel, Michael O'Leary, Jack O'Lexey, Al Barnier, Charles Alban, Skip Carlisle, Paul Bortell, Tim Floersch, Curtis Walpner, Earl Carlisle, Jennifer Callahan, Bob Hussey, Justin Kuneff, Robert Carlisle, Randy Gibson, the Ed Kauffman Family, John Buzzell, Bill Niedrich, Max Miller, Bill Evans, David Landrum, Raenel Floersch and Alden Morse.

There have been other new folks who have also helped. Unfortunately, I did not record their names. I hope these people believe me when I say we really do appreciate your work! Here is the progress report:

SD&A 251 and 254

- The interior was primed white.
- The old insulation below the windows has been removed.
- Window areas were found to be very rusty so we had these areas sandblasted and re-primed.
- Once again, it seemed like tons of sand was removed.
- Bad sill area metal was removed.
- The roof was sandblasted, primed and much sheet metal repair completed. Ross Robinson has been heavily involved in this.

SD&A 252

- The car's entire exterior and interior were sandblasted and primer painted.
- Wheel work is underway.

SD&A 253

This car will be the first tourist car really done up right. It is farther along than any of the others at this writing.

Dick McIntyre has once again done some super "metal magic". We have new vestibule decking, roof repairs, and the brake wheel and trap doors working like new.

- All the windows have been installed and adjusted.
- Wooden armrests have been restored and re-installed by Jim Hamill.

--New window sills have been fabricated from wood donated by Paul Bortell. Barney Barnier and Larry Rose installed them. --Much interior wall Bondo work, sanding and repainting has been done. --The roof was final coated. --The car has been reprimed and final painted. --The floor has been patched with a special epoxy concrete by Larry Rose.

SD&A 255

The car's roof was sandblasted and primed. Five out of six former E.L. cars have now been sandblasted and primed in the last few months. The bathroom was also sandblasted. Ken Faller, using paint stripper, super detailed the bathroom walls.

SD&A all cars

Hundreds of windows were masked, primed and finish painted by Ken Helm. Hundreds of new window interior side panels were cut out and painted by Jim Hamill. All seat armrests were stripped, sanded, stained and varnished twice by Jim Hamill, Paul Bortell, Charles Alban and Larry Rose. The car seats were sorted, scrubbed, dried and stockpiled. Bob and Margie Provost are handling the car seat reupholstery at a shop in Tecate.

FREIGHT CARS

The filming of a multi-part commercial for Pacific Bell at the Campo Depot required a freight train, so a few on-going projects in the non-passenger car area were finished up under the usual heavy pressure that we continually have to work under.

G.A.T.X. Tankcar #34569. R.W. Little painted the car. Our museum now has three restored tank cars.

G.A.R.X. Flatcar #60010. On New Year's Day, **Larry Rose** final painted our early steel flatcar.

UNION PACIFIC Hopper car #7801. Larry also final painted our U.P. hopper car and chalked the lettering out on one side. ("One Side Rose" strikes again!)

C&O 90751

Ted Kornweibel and **Frank Stites** completed the residing of the car. Both sides have now been redone. This makes our C&O caboose the first restoration project where we have replaced wood instead of attempting to preserve the original rotted material.

SP 644

Bob Toledo the owner of **MISSION PAINTING**, primed the car's interior. **Jack O'Lexey** replaced all the journal packing.



Here's a picture that's never been in the newsletter before. It shows the inside of our gift shop with **Roy Pickering** waiting on a customer. Shop managers **Ken Heflin** and **Diana Scheuerman** and their staffers have made it bright and cheerful, doubling in 1987 the shop's income over the previous best year. This superior effort deserves high praise. Thank you, all! (L. Rose photo)

LA MESA DEPOT STAFFERS

by Margaret Barksdale

Most of the names on this issue's staffing list are what we call "The Faithful", always around when you need them. We are also happy to have **Carmen Donavon**, **Hal Gasner** and **George Parish** back in the ranks. Sadly, **Tom Early** passed away in December. He was a regular staffer and we will miss his smiling face.

We have had quite a bit of activity at our landmark depot since the last staffing report. Two busloads of visitors from the Association of Railway Museums convention at the nearby Orange Empire Museum filled our depot inside and out. They loved it! Cub Scout Pack #361 also visited and sent nice thank you notes that are posted at the depot for all to read.

Here's some good news! **Patti Bice** is back as staffing coordinator! Don't wait for her to call you. If you can help dial Patti at 698-3218 and get involved in showing off the best little railroad station in the Southwest!

*Julius Acevez
Margaret Barksdale (2)
Dan Botkin (3)
Margaret Collins (3)
Dorothy Cotton (3)

Wayne Davis (3)
Carmen Donavon
Jack Ebey (3)
Al Ellis (2)

Hal Gasner
*Pat Kettler
Joe Laurent (3)
George Parish

Roy Pickering (2)
Donna Regan
Eric Sanders (3)
Russ Stockwell (3)

* La Mesa Historical Society members

MEMBERSHIP NEWS

TOP NS STEAM MAN JOINS PSRM!

by Tanya Rose

The recently retired general manager of the Norfolk Southern steam excursion program, the nation's finest, has joined PSRMA and will be coming out west to ride our Silver Anniversary Special on April 30th. We are very pleased to have **Jim Bistline** of Alexandria, Virginia on board. Among railfans, he is probably the best known railroader in America.

Vera Grojean of San Diego will have her name added to the beautiful brass plaque at the La Mesa Depot which lists all life members. This is a splendid way of supporting PSRMA in this time of dynamic growth and we are happy that she has honored us with her strong support. Welcome to all who are listed here! We hope your PSRMA experience will be a happy one.

LIFE

#77. Vera L. Grojean

SUPPORTING

James A. Bistline
George, Mary & Jennifer Krempf
David L. & Katherine A. Parkinson

Tom Van Wormer
Norm & Marla Keith
Burt & Kay Kuck

CONTRIBUTING

California State Railway Museum

FAMILY

James, Darlene, Andy & Michelle Basden
Arlie & Elaine Fairman
Kenneth & Paula J. Well, M. Elaine Frogatte
James & Anne Cook
Dick & Dee Miller
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Charlie, Linda, Jeff, Jimmy & David Counts

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John & Erika Paden
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Jeffrey T. Schultz
Paul E. Andres
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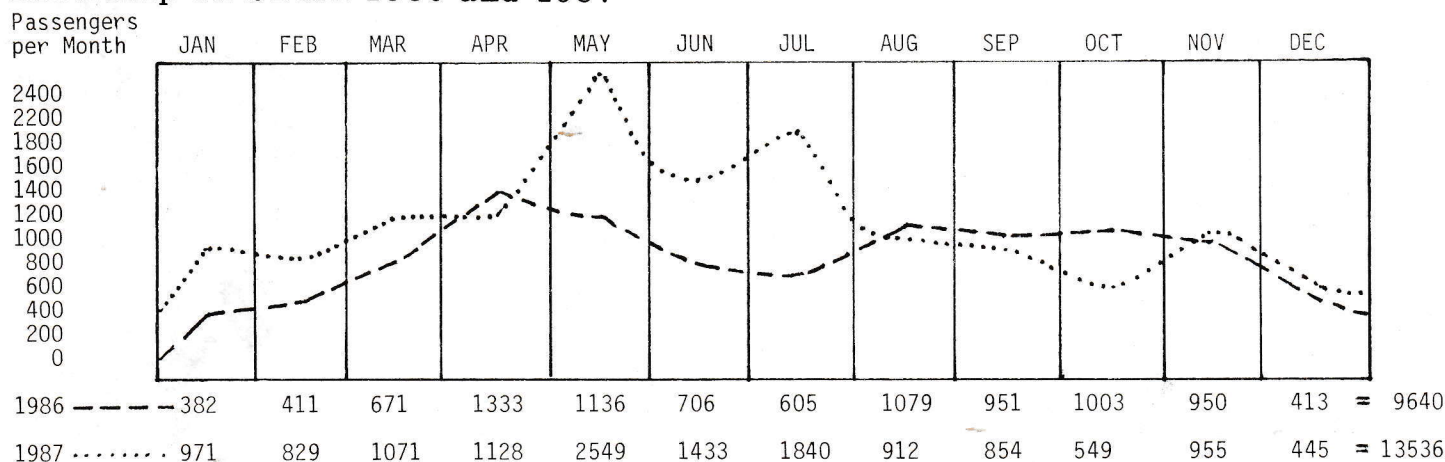
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Duke Dyer
Paul L. Taylor
Gordon Cooke
Ken Leo
Dan Trunk

Carl Calvert
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Ridership on SD&A 1986 and 1987



EQUIPMENT ACQUISITIONS

A low mileage 1973 International truck with a hydraulic 4,000 lb. capacity scissor lift stake bed has been purchased from government surplus in El Toro and driven to the museum. **Bill Niedrich** made the arrangements. **Barney Barnier** drove the truck down. Also acquired at the same time were a very large industrial quality band saw and a heavy duty table saw for the museum wood shop. This equipment was transported to PSRM in the pickup trucks of **Alden Morse** and **David Landrum**.

The International truck did not come down empty. A Fairmont A-5 gang car with a 4 cylinder Ford engine was also acquired and loaded on the stake bed. A load of heavy wrenches and other tools were also picked up. The band saw came with an assortment of spare blades. The unit weighs about 2,000 lbs. and stands eight feet high. The entire haul, truck, speeder, tools and all, cost us just \$800. We'll take it! Thanks to all for a fine effort!

SAN DIEGO RAILROAD MUSEUM

Presents an Historic First!

"Silver Anniversary Special"

Celebrating the Museum's Twenty-Fifth Birthday

The first round-trip passenger service between Campo and San Diego in over 35 years will operate in conjunction with **RailFair '88**. Seating is limited and will be on a first-come, first serve basis. This is advance notice for museum members.

SCHEDULE

WESTBOUND	April 30, 1988	8:00 am	Depart San Diego Santa Fe Depot for Campo by bus
		10:00 am	Depart Campo for San Diego by Train, via Tecate, Tijuana, & San Ysidro. (Photo opportunities & photo run-by are planned.)
		3:30 pm	Arrive San Diego Santa Fe Depot.

EASTBOUND	May 14, 1988	7:45 am	Depart Santa Fe Depot by Trolley for San Ysidro (Ticket included)
		9:00 am	Train departs San Ysidro for Campo
		2:30 pm	Arrive Campo, return to San Diego by bus, arrive Santa Fe Depot 4:00-4:30.

Box Lunch will be provided on each trip

FARE: Westbound \$65 Eastbound \$50

Special Discount for Advance Booking by February 28!

Westbound \$55 Eastbound \$40

Number of tickets ordered Westbound (April 30) _____ Eastbound (May 14) _____ Total due \$ _____

Make your reservations early because seating will be limited. Send reservation, SASE, & check made to:

SAN DIEGO RAILROAD MUSEUM, 4695 Nebro Drive, La Mesa, CA 92041 (Attn: Silver Anniversary Special)

OR USE MASTERCARD _____ VISA _____ CARD # _____ EXPIRES _____

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ADDRESS _____

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For further information call Rene Scheuerman (619) 466-6500