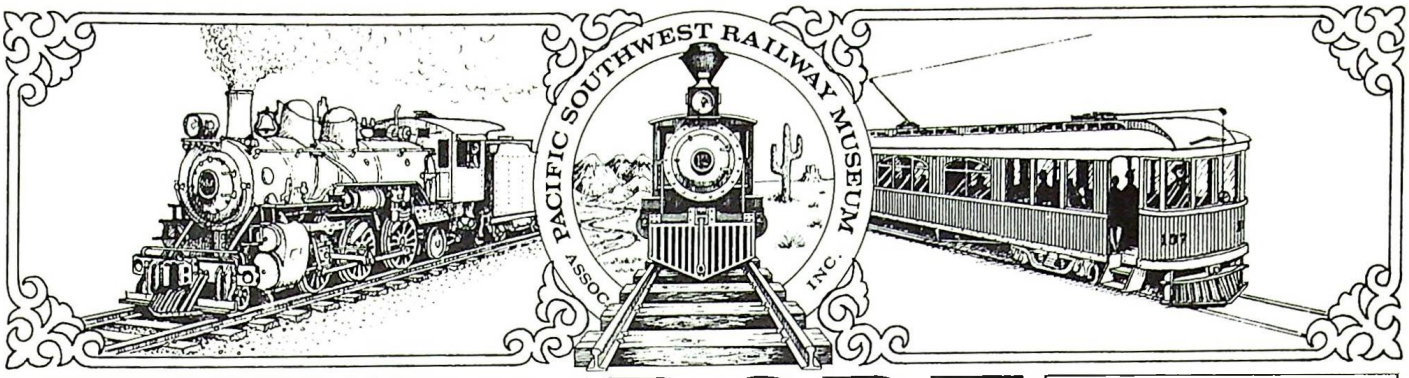
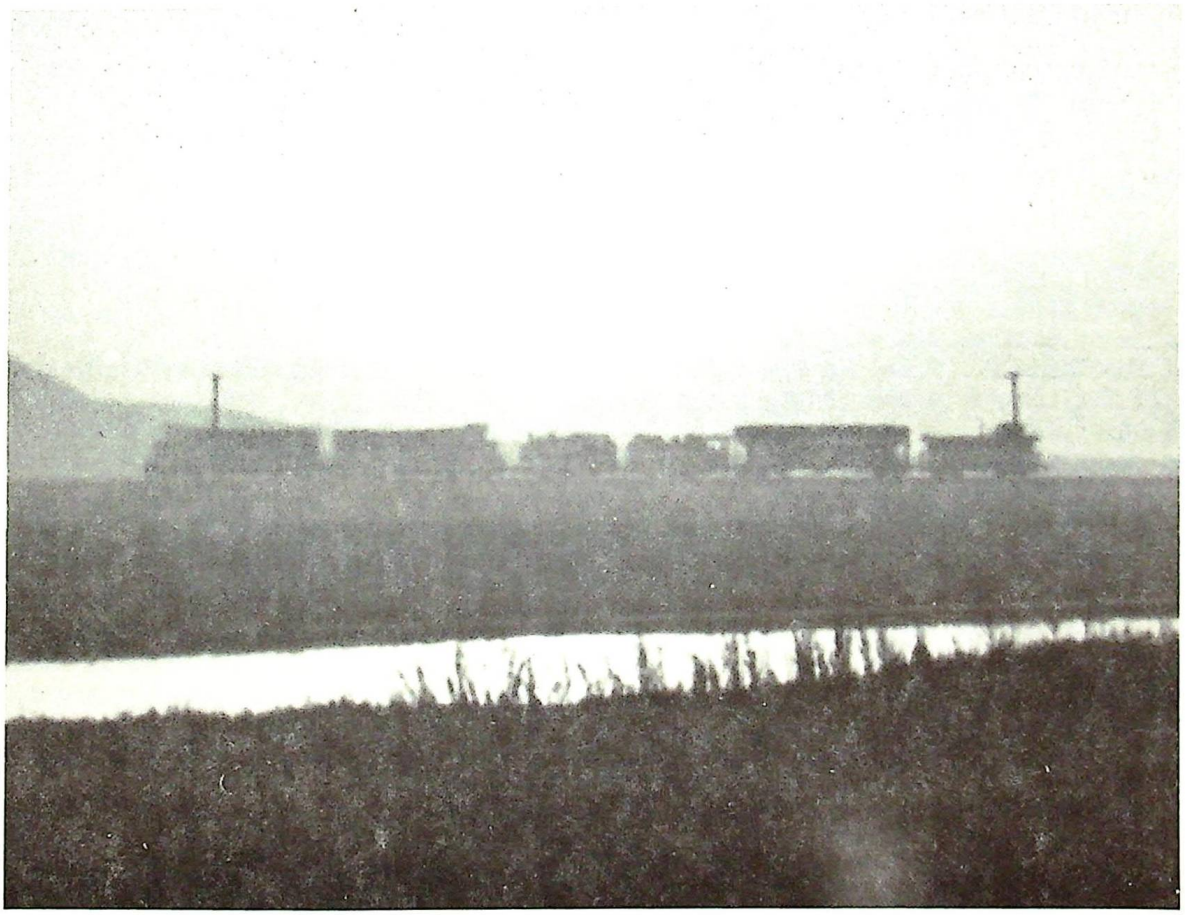


Jan.-Feb.'81 **REPORT** No. 171

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



Two More Steam Engines in Town !

A hazy day creates a beautiful sunset that backlights a most unusual consist on Santa Fe's Fourth District Local as it rolls south across the marsh near Torrey Pines Beach. Led by a pair of CF-7's, P.S.R.M.A.'s diminutive 0-6-0T steam locomotives clank along on a special 15 m.p.h. slow order enroute to their new home at the La Mesa Depot. The long awaited arrival of E. J. Lavino #10 and Mojave Northern #3 on January 9th was well photographed by a platoon of chasers including the REPORT editor who took this shot from Carmel Valley Road. The full story is in this issue of REPORT.

The Gathering of the Flock Continues....

The long awaited move of 0-6-0Ts #3 and #10 has finally been accomplished. Both steamers arrived in town on their own wheels January 9th by way of Santa Fe from their storage site at the Orange Empire Railway Museum in Perris. Santa Fe handled the move with great care, moving the engines at restricted speed with inspection and oiling at regular intervals. The last leg of the journey was equally well handled when the locomotives were taken to La Mesa by the S.D.& A.E. and shoved into our new siding at the depot. Museum member Gaylen Dyreng was the engineer for this last ten miles.

The logistics of this move were considerable, involving two railroads and two railroad museums and dozens of people. The preparation of the locomotives for moving started last summer with sandblasting and painting. The rods and valve gear were taken off and the bearings re-packed the weekend before the move. The brake system of each engine was reworked over the last few months and was finished up only hours before the engines were shoved out the gate at O.E.R.M.

Getting filthy dirty beyond the usual were Robbie Smith and Ron Hyatt who did most of the packing and greasing. Dismanteling the valve gear was the job of Larry Rose, Mike Reading, Frank Barajas, Ken Helm, Dan Robirds, Nick Nichols, Harry Hurry, Norm Hill, Arn Hunsberger and Dick McIntyre. Pat Ellyson, an O.E.R.M. regular worker and a P.S.R.M.A. member, also crawled under the engines for a little sweat hog work with the crew. Dick McIntyre and Arn Hunsberger used their home designed "big hook" mounted on Arn's truck to lift the main rods and miscellaneous gear onto Ken's stake bed truck. The long missing steam dome casting for #10 was also retrieved with this rig thanks to O.E.R.M.'s chief steam engine man Paul Harr, who located it for us in the Perris museum's "outback".

Special thanks are due Dave Garcia and the O.E.R.M. operating crew for switching out the engines so efficiently and for their expert advice and loan of tools and supplies.

Moving the engines on their own wheels saved the museum thousands of dollars over any other method considered. Museum President Jim Lundquist did cost studies on flatcar loading as well as trucking of the locomotives.

The Santa Fe, from the Coast Lines General Manager on down, deserves the applause of all for inspecting the engines and saying "Sure, we'll do it" and then handling the move superbly. Santa Fe mechanics and officials were with the steamers during the entire three day move and our friends in the Special Service Department kept a special eye on our engines at night to prevent vandalism.

Brenda Bailey, Norm Hill and Ken Helm took off from their regular jobs to be with the engines for most of the three days, refilling the grease guns, etc. They were among the throng of photographers and chasers that followed the progress of this most uncommon rail event.

A rush job of ballasting and tamping had to be done in a hurry at La Mesa in order to get our spur ready for the two teakettles. Wally Barber took care of this task after securing several truckloads of gravel ballast at less than cost courtesy of the H. G. Fenton Material Company. Wally has always come through when the museum needed a difficult job done in a hurry, donating thousands of dollars in labor, materials and equipment by way of his railway construction company.

The first weight on the new spur was our two steam locomotives and the crunch of fresh ballast under the weight was a sweet sound indeed. A great weight was also lifted from the shoulders of P.S.R.M.A. with this long awaited arrival, as we are now out from under our biggest rent burden. The euphoria of some of the restoration crew over the arrival was unrestrained. One individual, who shall remain nameless, was seen hugging Number 10!-----'nuff said.

REPORT
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EDITOR - - - - Larry L Rose ASSOCIATE EDITOR - - - - Tanya Rose
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Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA, or its officers or directors. Opinions which are expressed in signed articles are those of the author only.
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Richard E. Pennick . . . . . Director
Ann McVeagh . . . . . Director

INDUSTRIAL ARCHEOLOLGY
(Restoration News)

by Ken Helm

U.P. Diner

Work started on our newly acquired diner/lounge immediately upon its arrival at Miramar the first week of the new year. Norm Hill, Steve Rosefeld, Ron Milot, Bill Niedrich, David Black and Mike Reading gave the car its first preliminary clean-up and replaced three windows that had been broken by vandals during the move.

Wilma Steele and Ann McVeagh have been cleaning years of grime off the walls and cabinets with industrial solvents and lots of elbow grease. Bill Niedrich has taken on the project of repairing the venetian blinds and was also the leader of the glass replacement crew.

ATSF "Shack"

Doug Kerr has been coming down from Irvine every other week to work on our A.T.S.F. shack in La Mesa and has replaced all of the car steps with milled one-inch oak planks fastened with new galvanized bolts. Doug also built new ladders which will be installed as soon as the roof is redone. Frank Cooke, master cabinet maker, has completed a beautifully done set of oak windows for the cupola. Frank made exact duplicates of the dry rotted originals and reinstalled original hardware and track guides. Norm Hill scraped down and painted both end sills and step frames and then helped Cliff Pennick paint and install Doug's new oak steps. Robbie Smith has been working on the brake system almost every afternoon until after dark, repairing, cleaning and repacking every component. The triple valve is now apart awaiting new gaskets and seals to be brought down from our spare parts bin at Miramar.

The caboose restoration has been a Sunday project for the most part, but Doug has been taking measurements and building parts at home. Almost all restoration crew members have a home project going and show up well prepared for the weekend sessions.

Army Kitchen Car

This one-time basket case is really beginning to shape up. Norm Hill, David Black, Robbie Smith, Jack Linn, Russ Sargeant, Dick McIntyre, Dan Robirds, Ron Hyatt, Randy Gibson and Doug Kerr worked on this project last month and completed stripping the paint from the ceiling, completed the exterior metal body work and replaced the wooden roof walk. Doug rounded up the planks and did the cutting and fitting of the roof boards. Dan is replacing water piping split years ago when the car was in freezing weather while in storage on some Army base.

Robert Peary

John Ashman, Ken Helm and Russ Sargeant are rebuilding the steam boiler in our classic Pullman heavyweight. This is the last of the mechanical systems on the PEARY to be overhauled and its reinstallation will make the car 100% operational.

1509

Ken Helm replaced the large wheel generator drive built on the "A" end of this car in preparation for the mid-February excursion. Two replacement belts were acquired from under the Santa Fe combine that is part of the National City Depot Restaurant, with Ken doing all the required wrench work. New member David Naythons from Torrance gave #1509 a complete cleaning after its last excursion.

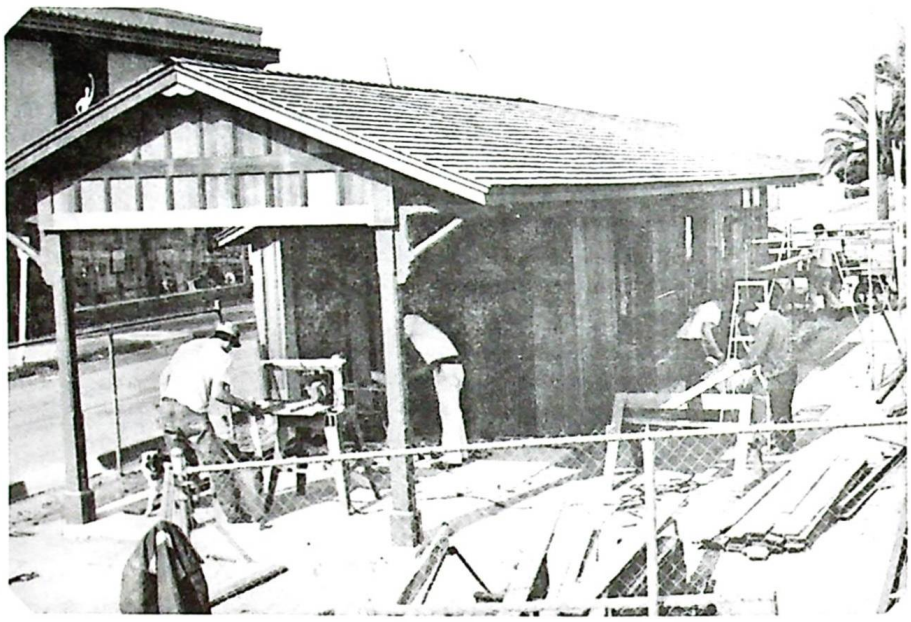
25 Ton Crane

The main rotation gear on our self propelled railroad crane has at last been repaired and tested. Bill Niedrich got the machine work donated and Ken Helm and Mike Reading installed the gear. Ken and Mike fired up the crane and spun it around and pronounced it fit for duty. Bill Niedrich also scrounged up a new reel of cable to replace the rusty one on the 80 foot main boom. Frank Barajas, Harry Hurry and Mike Reading have rebuilt

the auxilliary engine that runs the generator. When this motor is brought back on line the boom lights, cab and running lights can be used for night work. Installation of the cable and a paint job is all this machine needs to put it back on line and help our crew lay rail at Campo.

La Mesa Depot

Working on the depot for the first time last month were Brenda Bailey, Tanya Rose, Buck Hathaway, Randy Gibson and new member Tom Early who lives only a few blocks away. These new workers were involved primarily in filling, sanding and painting. The authentic depot colors of yellow with brown trim were mixed to match a 1923 color sample found in the P.S.R.M.A. "Dumpster" collection that has turned out to be such a gold mine of local railroad information.



Miami member Tom Cheesborough took this shot of a typical depot work party last November. From left are: Jim Lundquist, Larry Rose, Bill Barbour, Eric Sanders, Norm Hill and Harry Hurry.

Hugh Couchman and Larry Rose finished installing all of the doors and windows and the painting began immediately. All of the exterior woodwork has now been completed and interior finish starts next week. Others working on the depot last month were Robbie Smith, Joan Wilken, Steve Norris, Mike Reading, Bob Martin, Ken Helm, Paul Ducharme, Jim Lundquist, Eric Sanders, Norm Hill and Harry Hurry. As soon as door knobs and dead bolts are installed the temporary chain link fence will be taken down and hauled to Campo.

Campo

Even with all the in-city activities going on, work at Campo has not been forgotten. Museum members Jim Lundquist, Bert Poulin, Larry Rose and Harry Hurry, along with a dozen or so Sea Bee reservists are working on the museum home one weekend a month. Electricity has been turned on and lights and wall plugs checked out. A water meter has been installed at the site, with actual hookup to the building expected next month. The roof was repaired when minor leaks were noticed, and the building secured.

We are continually thankful to Don Taylor and the East County Lumber Co. for selling us materials at cost. If you would like to join in the work parties, or would like to stop by at the site, we will have a full crew at Campo on the following dates: March 14-15, April 11-12, May 2-3, June 13-14 and July 11-12. Museum member Bert Poulin has volunteered to help coordinate the work at Campo. Give him a call at 276-0715 to schedule other times to visit or work. This summer work will be underway <u>every</u> weekend.

As soon as the La Mesa project is buttoned up, Larry Rose and the depot gang will be weekly regulars at Campo probably for the rest of their natural lives!

Roy Pickering has launched his own Campo fund raiser by pressing a colored version of the museum logo on a 2" campaign type button and hawking them for a buck apiece at museum functions. He has sold over one hundred so far, and has materials to make 900 more. That's 1,000 bucks for P.S.R.M.A. if he sells them all. To get yours, send Roy a buck plus 25 cents for postage at 11743 Topo Lane, Lakeside, CA 92040.

(project report continued from page 4)

Locomotives

Mojave Northern #3 arrived in La Mesa with 600 gallons of bunker C fuel oil on board and with a slow leak in the tank that apparently developed during transit. Robbie Smith rounded up a dozen 50 gallon drums and, working late every night for a week, drained all of the black sticky stuff out of No. 3. Dan Robirds and Larry Rose provided transportation of the drums up to Miramar where Robbie and Ron Hyatt emptied the oil into the tank of our 100 ton Shay. Wally Barber provided about half of the drums, the rest coming from our boxcar stash at Miramar and from an auto repair garage across the street from our spur in La Mesa. During this operation, Robbie got filthy, grimy dirty to the point of setting a P.S.R.M.A. record for the most foul personal squalor ever acquired during a museum project. The museum owes Robbie a great deal of thanks and five cans of Boraxo for getting this cruddy job done.

P.S.R.M.A.'s 45-ton diesel locomotive is now working for M.T.D.B.'s rail transit operator, San Diego Trolley. Ex-U.S. Army #7485 was moved out of Miramar the first week of January the day before our U.P. diner arrived. The little side-rod engine is now clanking around the new "trolley" barn downtown switching the new transit cars and hauling them down to the test track at 32nd Street. A mile or so of overhead wire has been activated down there for testing the newly arrived bright red transit vehicles.

The engineer of #7485 during its shop goat service stint is Henry Lines, an M.T.D.B. electro mechanic who is also a regular grunt on the P.S.R.M.A. restoration crew. Local T.V. news people became interested in the idea of a museum engine working on the new "trolley" line and did a nice three minute segment for the Channel 10 News, featuring an interview with Henry in the cab. In anticipation of the publicity this unusual activity would generate, the engine was lettered for P.S.R.M.A. by the museum General Manager the day before the move to San Diego on Santa Fe's 4th District Local.

Before setting itself out for pickup at Miramar, the little switcher was cleaned and serviced by John Ashman, Harry Hurry, Henry Lines and Randy Gibson. Painting touch-up was done by Bob Martin, Larry Rose and Robbie Smith. All hand rails, lettering and zebra striping was redone in silver after the entire engine was washed and buffed by the folks mentioned above.

The locomotive will be used to switch the barn and test track until the entire line is electrified and the new light rail system opens for business this summer. San Diego lost its original rail transit system in 1949 and P.S.R.M.A. is happy to have a part in the re-establishment of a safe and sane electric railway thirty two years later. Our 1941 G.E. engine and many of our members are participants in this exciting project. Go see it today----or, get a seat on P.S.R.M.A.'s Trolley Tour II March 1st, and see the whole system!

NAVY DECIMATES RESTORATION CREW

Four of P.S.R.M.A.'s hardcore regular foot troops will be lost to the museum for awhile as duty calls them out of the state or out of the country. Bill Barbour left in November aboard a government "yacht" for a cruise in the Indian Ocean. Harry Hurry left for Norfolk, VA a few weeks ago. Bob Martin's ship will be in Bremerton, Washington for a year and outgoing General Manager John Ashman leaves for Germany next month.

Replacing these talented, hard working Navy men will be very difficult. However, there is a bright side. Bill Barbour gets out of the Navy in July and is going to stay in San Diego "because there's a red-hot railway preservation group there". John Ashman, a steam boiler expert, will retire from the Navy in three years and move to Campo! Bob Martin will be back next year and Harry promises to keep in touch as he chases the Southern throughout the South.

LAST MINUTE NOTICE:

Bert Poulin, our Campo Project Coordinator, is setting up a temporary field kitchen in the engine house and needs kitchen ware, utensils, etc. to feed the troops. He has already scrounged a refrigerator and also needs a propane tank to fire a stove. If you have any excess items you can donate to this effort call Bert at 276-0715.

S.D. & A.E. STEAM LOCOMOTIVES

PART II

THE "LIGHT" TEN WHEELERS

by

P. Allen Copeland and Joseph A. Strapac

With the merger of 1917 between the S.D.& A. and the San Diego & Southeastern, three light 4-6-0's were taken over and lettered to S.D.& A. Nos. 21-23. 21-22 were old Southern Pacific castoffs, while 23 was a much newer AlCo 1913 locomotive. These 4-6-0's were used as branch line power almost exclusively, one being required to pull the daily mixed train to Lakeside, another the Coronado and Chula Vista branches, while the third was used as a backup and utility locomotive.

In 1920, perhaps to remove them from the same series as the "main line" passenger engines, the trio was renumbered to S.D.& A. 10-12. Their assignments remained much the same, however. Availability of more powerful locomotives in the 1920's, in particular S.D.& A. No. 50 and the larger 4-6-0's, the discontinuance of steam passenger service to Lakeside and old age lessed locomotive needs and No. 11 was scrapped in 1925. No. 10 was leased to the Southern Pacific during the 1930's for use out of Mexicali on the F.C. Mexicali y Golfo until old age caught up with her and she was scrapped in 1938. No. 12 was also sent to the S.P. for use on the MyG. She was one of the last Southern Pacific locomotives to be used on the railway before it was taken over and completed by the Mexican Government as the F.C. Sonora-Baja Calif. There being no need for the light 4-6-0 on either the S.D. & A.E. or the S.P., the locomotive was sent to Los Angeles and scrapped, the very last former San Diego & Southeastern locomotive to survive.

10. 4-6-0 Schenectady #2470 7/1887
Class T-12 57"-18"x24"-97600-73400-160-18550#
Built as Southern Pacific of California #227;
to S.P. #1685, then #2115. Sold 7/25 /11
San Diego & Cuyamaca #2115; then S.D.& S.E. #21;
then to S.D.& A. #21 in merger of 10/17. Renumbered 10 1/20.
Scrapped 11/15/38.

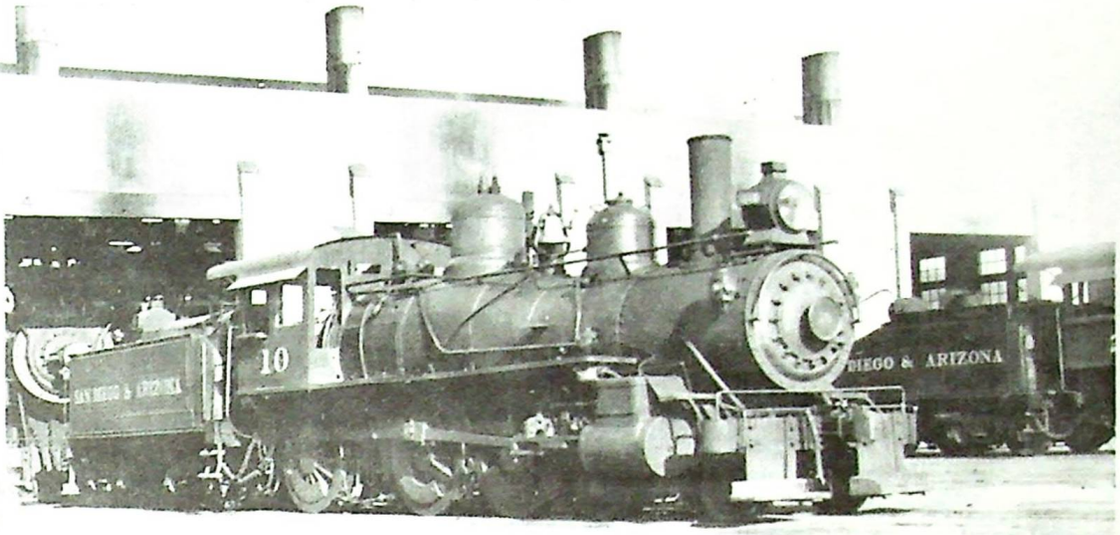
11. 4-6-0 Rogers #2883 12/1881
Class T-13 57"-18"24"-85800-65600-140-16230#
Built as S.P. of Calif. #196. To S.P. #1674,
then #2112. To S.D.& S.E. #22; then S.D.& A. #22
10/17. Renumbered #11, 1/20.
Scrapped 12/25.

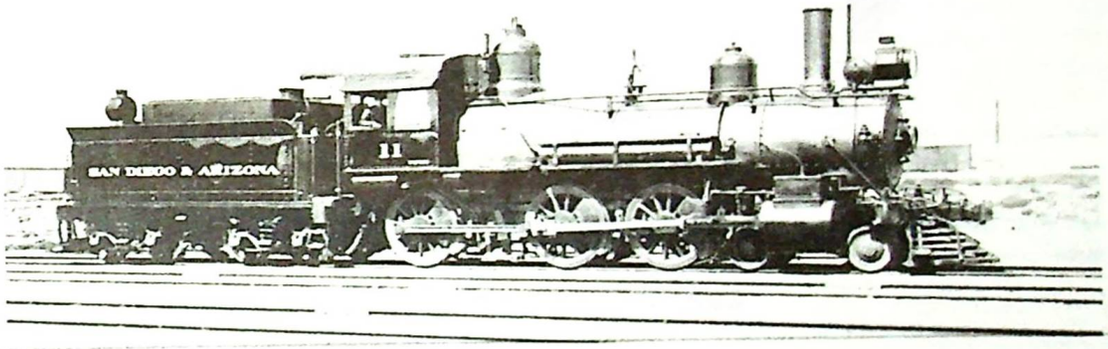
12. 4-6-0 ALCo-Pittsburgh #52984 2/1913
Class T-56 57"-18"x24"-123400-95400-170-19700#
Built as S.D.& S.E. #23. To S.D.& A. #23 10/17.
Renumbered #12, 1/20. This locomotive was used
in later years as Mexicali y Golfo No. 12 and
Southern Pacific Co. No. 12.
Scrapped, Los Angeles 10/31/47.

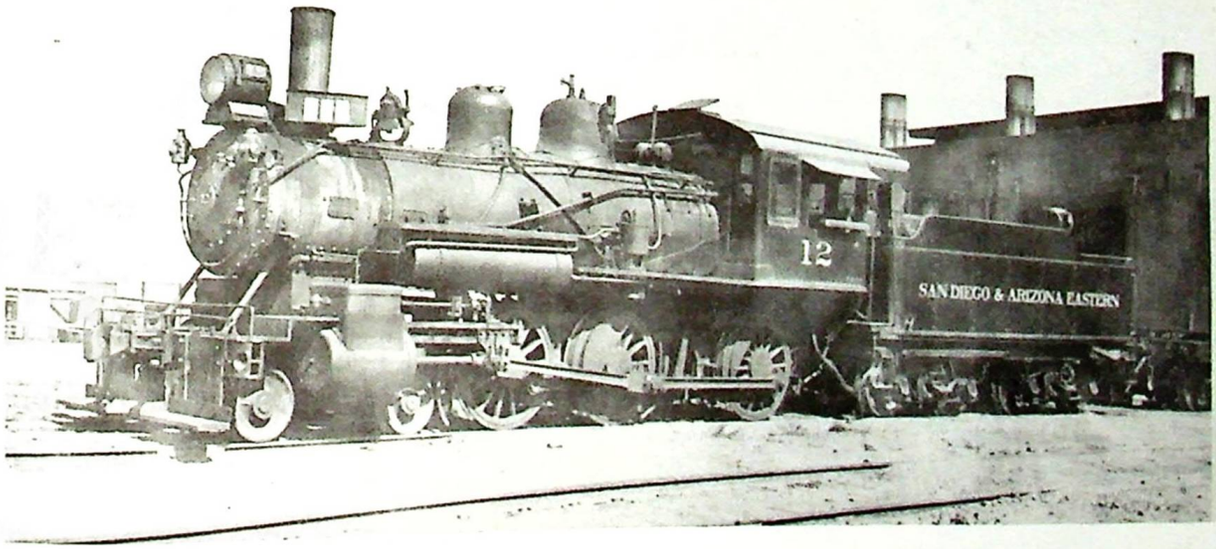
SOMETHING TO THINK ABOUT

If fuel efficiency alone were the determinant of transporting Americans, we might all be riding trains. An eight-car Amtrak train carrying 600 passengers will produce 400 passenger miles per gallon of fuel. An intercity bus carrying 44 passengers produces 250 passenger miles per gallon. A fully-loaded 747 aircraft with 385 passengers achieves 62 passenger miles per gallon. An automobile getting 40 mpg with four passengers will produce 160 passenger miles per gallon, while a car operating at 20 mpg with two passengers will produce 40 passenger miles per gallon of fuel.

"The Investor", Fall-Winter 1979







Here are Numbers 10-11 and 12 as captured by the camera of the legendary Phil Middlebrook. 10 and 11 were photographed at the engine house in 1931, No. 11 in 1920 after being "spit shined" by the engine house crew.

Excursion News

by Ann McVeagh and Eric Sanders

The 1981 excursion calendar is filling up rapidly as the Excursion Committee completes the planning for a variety of super trips both in the U.S. and abroad. This spring we have four trips to Mexico planned, ranging from one day to a week.

An "Overnight In Penasco" tour is tentatively scheduled for late March/early April. Members and friends will have an opportunity to get better acquainted with Puerto Penasco, its people and its sights. Tour price, which will be available shortly, will include bus transportation between San Diego/ La Mesa and Calexico, taxi rides between Calexico and Mexicali, the train ride on the private car "Mexicali Rose", the overnight stay in Puerto Penasco at the Hotel Villa Granada, a one-hour Penasco bus tour and a Saturday evening dinner at the hotel. Fare will also include a box lunch or snacks on the southbound train trip. Also in the planning stages is a tour to the Ferrocarril del Pacifico's railroad shops in Empalme (Guaymas) for May 23-25. A request has been forwarded to the railroad for a Sunday tour of the shops. A favorable answer is necessary if this trip is to be run. Meanwhile, mark the date on your calendar and tell us of your interest. If you are interested in either or both of these trips, please call 714-469-1288 or write P.S.R.M.A., 7861 Normal Avenue, La Mesa, CA 92041.

In the fall we will be journeying south to Peru to ride the Andean trains and enjoy the spectacular scenery of Machu Picchu and Lake Titicaca. A day in La Paz, Bolivia is also scheduled. We will do our annual fall run to Puerto Penasco in November, as usual.

Summer excursions are tentatively scheduled to Santa Barbara, Colorado and Hearst Castle. Watch for announcements for a May excursion to the opening of the California State Railroad Museum in Sacramento. #1509 trips to Los Angeles and others are now in the planning stage.

We have had requests for trips to Puerto Vallarta and Guadalajara. Where in the world would you like to go? Let us know and we'll try to work it out. Taking part in one or more of our excursions is a fun and interesting way to support our museum.

Reservations are now being taken for the following trips. See flyers for details and reservation forms.

Mazatlan, Sin., Mexico.....March 7-10
Puerto Penasco, Sonora , Mexico.....April 4th
Copper Canyon/Creel, Chihuahua, Mexico....April 25-May 1
Alamos, Sonora, Mexico.....May 9-13
Peru/Andes.....October 9-21

For information on any of these trips call:
Ann McVeagh
444-3808
evenings

To aid future planning, the museum Excursion Staff would be interested to know how many of our steam enthusiasts would be interested in very-limited-capacity airline tours to selected destinations in the southern and eastern portion of the U. S.

During recent years, there has been a resurgence of working steam railroads in America. Some of these, particularly east of the Mississippi, have developed well planned, once or twice a year steam locomotive extravaganzas designed especially for the true steam aficianado. Generally, multiple locomotives are involved, and photo run-bys, dinners, evening railfan programs, mixed train consists and other special programs are provided over a two or three day weekend.

Sample bill of fare might range from triple-headed Shays on 8% grades deep in the forests of West Virginia to double-headed narrow gauge 2-8-2's on the Cumbres & Toltec in Colorado, or on the 3' gauge East Broad Top in rural Pennsylvania. Other trips might include rides on the last remaining vestiges of the 2' gauge "Lilliput" lines in the cranberry bogs of Massachusetts, or an exhilarating ride behind the U.P.'s gigantic Challenger 4-6-6-4 No. 3985 now being restored for service at Cheyenne, Wyoming.

Due to the distance from San Diego, costs for these excursions, including air fare, accommodations, train tickets, tour guide, etc., would be in the range of $500-$700 per person, depending on the destination and the itinerary and would require about four days for a two day weekend event. Several spectaculars are coming up in the next six months, so don't delay if you are interested. Drop a note to P.S.R.M.A. Excursions, 7861 Normal Avenue., La Mesa, CA 92041.

Membership News

by Tanya Rose

Thanks to all of you who gave gift memberships this past holiday season. It is a source of pride to me that so many of you promote our museum. Roland A. Wright, who lives in Yucaipa, California, became a member via a birthday present from Judge George A. Lazar. Roland has sent me a most informative and charming account of his San Diego childhood (1910-20) in the days when one could ride behind an old slide valve ten-wheeler which pulled a baggage-smoker combination and an open vestibule passenger car. Ah, what days those must have been; I'm sorry to have missed them! Call me if you'd like to read his letter. It really is marvellous and has a wealth of information including a most accurate sketch of the street layout around the La Mesa Depot in 1916.

We now have two new life members, I'm happy to say. Number two is Larry L. Rose and number three is I. O. Garcia of Campo. Norm Hill and Dennis Massey are paying installments, joining Jim Lundquist and John and Dorothy Corder. I urge those of you who want to have a low number to upgrade to life at this time. You will also have the added satisfaction of aiding your museum when we need the dollars the most.

REGULAR MEMBERS

Lemard J. Brown
Marie De La Fuente
Hal Doerr
Corky J. French
Bill S. Hatrick
Hugh C. Hitchoock
Johanna Hoftyzer
Merle M. Miller
John Moore
Marie Ortiz
Robert A. Rick
Loren Sawyer (U.P. ret.)
Donald Showers
Don F. Smith
Margaret G. Stahl
Eloise W. Weller
David Wigand
Tom Allen
Stanley W. Bartlett
Marvin F. Cain
Kevin A. Coffman
Richard R. Davies
Tom Early
Hiram K. Evans
Michael Gliken
Barbara E. Hover
Russell F. Kimball
Donald L. Kirk
Malcolm Leland
Dennis W. Massey
Patti McWay
Marty Peck
Bob Price
Robert L. Schneider

CONTRIBUTING MEMBERS

Grant R. Beals
Barbara E. Bemis
Cameron Crane
Ward Fagan
Lois Fetzer
Jim Tatum

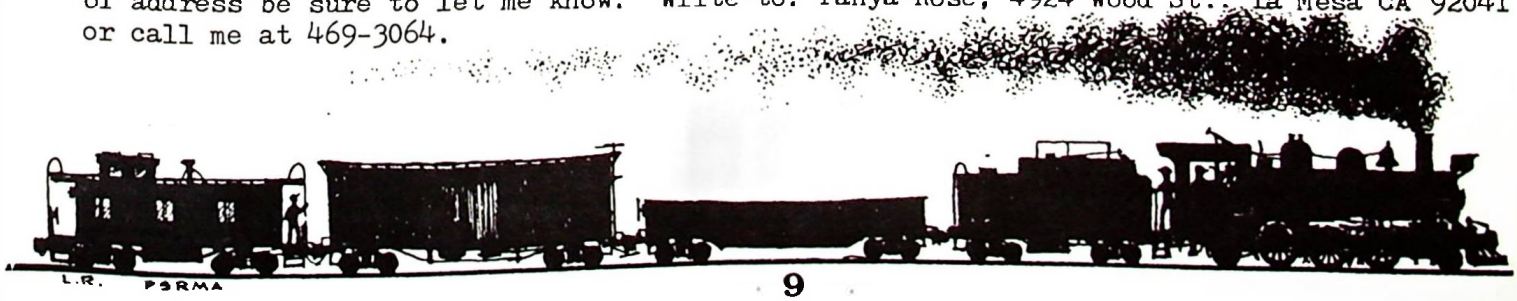
FAMILY MEMBERS

John & Audrey Batey
Bob & Kay Cornett
Paul C. & Renis E. Ducharme
Ben Harrison III & Claire Meyer-
Harold J. & Florence C. Light
C. Paul & Linda M. Mardian
Vernon E. & Lucy E. Mardock
Clifford E. & Dorothy Pennick
Janie, Matthew & Teresa Plesko
Robert H. & Shirley A. Rambeau
Michael J. & Rachael Retz
Duke & Jean Robbins
John & Betty Silwones
John F. & Eric Gates
Norman E. & Jean Hale
Mr. & Mrs. Albert Johnson
Richard & Priscilla Madsen
Karl & Louise Mappus
James N. & Gwendolyn Marinos
Louis A. & Sally Jo Messer
Carlton L. & Sandra Moss
Bert, Merlyn & Baron Poulin
Robert & Lynne Rankin
Bob & Carol Taylor
Brett & Christina Tullis
Karl & Ramona Korbel

LIFE MEMBERS

Larry L. Rose
I. O. Garcia

A big hug and a special thank you to Dr. Richard and Joyce Tullis, who contributed to our membership fund to help worthy folks continue their memberships. If you have a change of address be sure to let me know. Write to: Tanya Rose, 4924 Wood St., La Mesa CA 92041 or call me at 469-3064.



GET IN THE P.S.R.M.A. HABIT !

Fund Raising Progress

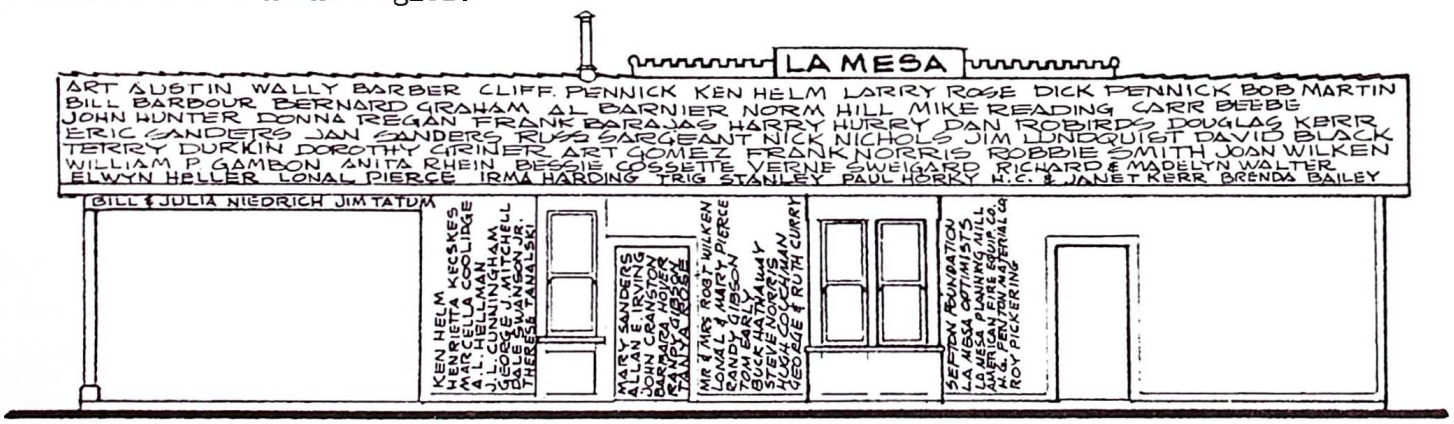
Campo

We have entered escrow on the adjacent 4.35 acres shown on the plan in the November issue of REPORT. We had to pay the going rate in the area of $10,000.00 per acre to get this privately owned parcel that we absolutely must have for best track access to the engine house. A number of fund raising schemes have been considered by the Board of Directors and several grant sources will be approached to try to keep this purchase from tying up available museum funds and slowing down the museum development and restoration projects. As usual, however, several of our members have dug into their own pockets to get a Campo land fund started. John Baxter showed the way with a donation of $1,000.00!! Bert Straw tossed in a "C" note and James T. Slingsby, Bessie Cossette, Hal Crispell, Ken Helm, Dan Robirds and Dan McLean have also made heavy cash contributions. Thanks, people, for providing the first working capital to start building the railroad home of our dreams. (Roy Pickering has his own fund raiser going for Campo. See page for details.)

La Mesa Depot

Thirty four people have been added to the depot silhouette since it last appeared in REPORT. The response to the handmade brochure included in the last issue was fantastic. A total of $1,815.00 is now in the depot project fund. Is your name among those listed below? Volunteer hours as well as dollars are represented by the many names on the depot drawing. One hundred of either will also get your name on the brass plaque that will accompany the list below on the wall of the completed depot. Joining the "100 Club" this month are Brenda Bailey, A. L. Hellman, George J. Mitchell, Jr., in memory of his father George J. Mitchell, and, for the second time, Elwyn M. Heller. Mr. and Mrs. Robert H. Wilken also will be on the plaque. Robbie Smith joined this group by accumulating over one hundred hours of volunteer labor on the project.

The real "biggies" in donations to this project are Wally Barber, as mentioned elsewhere and John Maxwell, whose La Mesa Planing Mill has donated $10,000.00 worth of clear heart redwood and custom millwork! Gasp! Thank you all for letting your railroad museum soar with the eagles!



YES! I WANT TO HELP WITH THE DEPOT PROJECT! PUT MY NAME IN THE STATION!!

My gift of $_____ is ☐ enclosed ☐ Charge to VISA or MASTER CHARGE

MASTER CHARGE/VISA NUMBER ☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐☐

MASTER CHARGE BANK NUMBER ☐☐☐☐ Exp. date_____ SIGNATURE_____

Name:_____ Address:_____ Zip_____

Exhibit Staffers

by Tanya Rose

Its always a pleasure to single out those museum members who give the little "extra something" which makes our Embarcadero exhibit such a success. Jim Bradley, who made a special last minute trip to get pages for our guest book, Bob and Linda Di Giorgio, who had a red, white and blue sign made which says "See F.D.R.'s private car", those many wonderful members who spell the hosts so they can stretch their legs and take a break, and our warm, friendly staffers make our exhibit more than just another static display of railroad equipment. Thank you, each and every one, for showing such class! If we had to pay for your time and effort, we couldn't afford you.

Curtis Croulet	Bob & Linda Di Giorgio clan	Wilma Steele	Adalaida Stanley
Carr Beebe	"Rebecca from Mecca" Archer	Mike Retz	Bert Poulin
Stan Kellogg	Bill Evans, Jr.	Shirley Cook	Bill Hofer
Ray Archer	Bill Niedrich	Roy Pickering	Frank Kearney
Ron Zeiss.	Jim Bradley	Cecil Badman	

Jo Pressnall and Wilma Steele would love to hear from you if you wish to staff. Call Jo at 435-5022 (collect, if necessary) or Wilma at 444-4349 and try your hand at greeting people from all over the world. Being an "ambassador" can be fun!

BIG STEAM IN CHINA WOWS ANNUAL DINNER CROWD

Over 150 members attended this year's annual museum bash and were treated to an exceptional program presented by Dan Marnell. There are 8,000 steam locomotives in service in mainland China, and Dan captured as many of them as he could on film. Big 2-10-2's dominate the Communist Chinese railway landscape along with Pacifics and Mikados, and all have a noticeable resemblance to native American iron horses. Dan gave us a super peek at the last stand of steam even though he just scratched the surface of this vast and mysterious land.

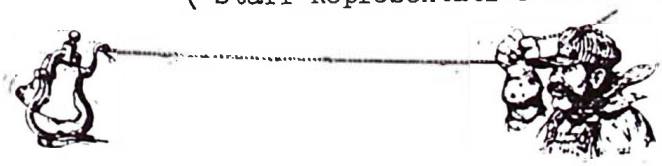
The "Railfan of The Year" award was presented to long-time member Wally Barber, who has come through for P.S.R.M.A. so many times when heavy work needed to be done in a hurry. Wally and his railroad construction company also came through for San Diego this year as he expertly installed all of the downtown track for the "San Diego Trolley" light rail transit project. Many thanks to Special Activities Director George Geyer for setting everything up for a fun time and good food and fellowship.

THE P.S.R.M.A. STAFF FOR 1981

General Manager----------Larry Rose
Superintendent----------Norm Hill
Master Mechanic----------Ken Helm
Exhibit Staff Director-----Jo Pressnall
Purchasing & Stores--------Frank Barajas
Railfan Patrol Director----Ed Smith
Membership Director----------Tanya Rose
Special Activities Director----George Geyer
Comptroller----------Ann McVeagh
Excursion Director----------Ann McVeagh*
Public Relations Director------Herb Kehr
Publications Director----------Larry Rose

(*Staff Representative on Board of Directors)

Honor Roll



DICK RITTERBAND---former owner of #1509 and a museum member, sent us copies of the original Santa Fe floor plan for both #1509 and our newly acquired R.P.O. coach #112.

BOB MARTIN---donated silver serving dishes and trays to add to the elegance of dining on the PEARY, and an old-timey typewriter to use in the La Mesa Depot.

WALLY BARBER---(There's that name, again!) donated an antique Coke machine, seventeen U.P. coach seats and two truckloads of track parts, switch frogs, etc. which his company dug up during construction of the "San Diego Trolley". He also hauled all this equipment to Campo for us.

Railfan Patrol News

by Ed Smith

Vandals and thieves in New Mexico and eastern Arizona, BEWARE!! Last month, P.S.R.M.A. organized the "Navajo Division" of the Railfan Patrol. It covers the Santa Fe main line between Winslow, Arizona and Albuquerque, New Mexico, also the Defiance Coal Mine spur in New Mexico. P.S.R.M.A. member Orvis Scott will be Assistant Director for the "Navajo Division". Orvis, who lives in Gallup, New Mexico, has the full support of the special agents in Both Gallup and Winslow. I have met the agents in Gallup, and they have expressed their delight in having the assistance of the Railfan Patrol. The vastness of the area is ideal for the "eyes and ears only" concept of the patrol. It's also a great place to photograph trains.

Our membership is still growing here in the "Coast Division". I would like to welcome the following people who have joined the patrol in the last couple of months: Stanley Kellogg, Mark Cramer and Robert Frutos, also the "Fearsome Foursome" of Oceanside: Art Grenzebach (already an "ace" in the patrol), Dan Robirds, Ron "The Oceanside Kid" Hyatt, and Byron Nordberg.

I would like to give a special thanks to Santa Fe engineer Don Grewe for his donation to the Railfan Patrol Gasoline Fund. Don, a P.S.R.M.A. member, is a hogger on Amtrak's "San Diegans", and on many occasions has been at the throttle pulling one of the museum's private cars. He's one of the best; he's no ordinary "rail" (one who works on or around trains).

Many thanks to Santa Fe's special agents who kept watch over our engines on their way down from Perris. We have always said that Santa Fe special agents were special people; they are also Alert, Thoughtful and Super Friendly, or otherwise known as A.T. & S.F.!

If you would like to know more about the Railfan Patrol or just like to have an enjoyable day train watching, come out and ride with us. Contact me at: P.S.R.M.A. Railfan Patrol, P.O. Box 2141, El Cajon, CA 92021 or call me at 449-0968. We would like to have you along!

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
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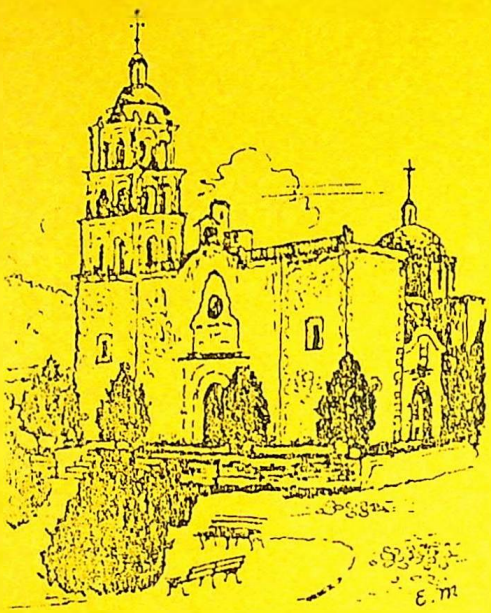
ALL ABOARD FOR A TRIP INTO THE PAST.....

THE PACIFIC SOUTHWEST RAILWAY MUSEUM PRESENTS

Alamos
Sonora, México

MAY 9th - 13th, 1981



Join us in a journey back to 17th century Mexico as we travel south to a quiet, restful, long-forgotten corner of Sonora. Alamos was the center of the richest mining area in Mexico in the 17th and 18th centuries.

Now a national trust site, all restorations must be accurate and in keeping with the architectural style of the colonial period. It is a wonderful experience to visit Alamos and, for a while, bask in the peace of an earlier, less hectic time.

We will travel by chartered Pullman, (with connecting bus from San Diego) to Navajoa, and on to Alamos by bus. Our hotel, Los Portales, is on the Plaza and is the restored home of one of the leading families of Alamos. There are walking tours of the town, plus tours out of town to the old mining and smelting sites. However the main activity is sitting on the veranda of the hotel, or in the plaza, soaking up the sun and history, and just relaxing.....

This is the first of a series of rail tours which take us to many of Mexico's colonial cities. Further trips will include San Miguel de Allende, Guanajuato, Queretero, Morelia and Mexico City.

Cost of the trip is $225.00 which includes bus to Mexicali, Pullman to Navajoa with bedroom or roomette, bus to Alamos, double room at the hotel for two nights and return. The price does not include meals, tours or gratuities.. The tour is limited to 20 people and reservations will be accepted in order of postmark dates. To hold your place send the form below to Shirley Simpson, 8721 Elden St., La Mesa, Cal. 92041. For information call Ann McVeagh, eves. at 444=3808, or Shirley at 463-3791. Details of the trip will be sent to you on receipt of your deposit. Hasta la vista!

NAME_____

ADDRESS_____

HOME PHONE_____WORK PHONE_____

MASTERCARD OR VISA
#_____EXPIRATION DATE_____

#____ RESERVATIONS:$125.00 DEPOSIT @

BUS PICKUP POINT

_____SANTA FE STN.
SAN DIEGO
6:45 a.m.

_____PARKWAY PLAZA
EL CAJON
7:15 a.m.

BALANCE DUE APRIL 24th to HOLD YOUR PLACE. NO REFUNDS AFTER MAY 1st UNLESS SPACE IS RESOLD.

SALUDOS AMIGOS!

JOIN US FOR A GRAND RAILROAD EXCURSION TO MEXICO'S
COPPER CANYON AND CREEL
SPONSORED BY THE PACIFIC SOUTHWEST RAILWAY MUSEUM ASSN.

WHEN: Saturday, April 25th through Friday, May 1st, 1981

WHERE: We will ride on chartered Pullman cars in regular service through Mexico's famed Canon del Cobre on the spectacular Chuhuahua al Pacifico railroad to the mountain village of Creel, high in the Sierra Madre range of northwestern Mexico. The tour will stay in Creel for trips into the canyon area, hiking, horseback riding, fishing or just plain relaxing and taking in the scenery. From the train and in and around Creel we will see the Tarahumara Indians in their homes and villages.

HOW: We will travel to Mexicali by chartered bus. From Mexicali we will ride in our chartered Pullmans to Sufragio (Los Mochis) where we will be switched to the Chihuahua as Pacifico Vista Tren for a daylight ride up the canyon to Creel. We will return the same way. Our excursion will take us over three foreign railroads: the Sonora-Baja California, the Pacifico and the Chihuahua al Pacifico, the highlight of our trip. It is one of the most spectacular train rides on the North American continent and one which you will long remember.

HOW MUCH: Cost of the trip will be 295.00 U.S. Included are round trip bus to and from Mexicali, round trip Pullman with bedroom or roomette and four nights in our motel in Creel. Not included are meals, tours in Creel or gratuities.

RESERVATIONS: Limited to 40 passengers only. PSRMA members will have first choice, but you must reserve early. To hold your place send a deposit of 150.00 to: Shirley Simpson, 8721 Elden St., La Mesa, Ca., 92041. Make check or money order payable to PSRMA. Credit cards accepted also. For further information, call Ann McVeagh at 444-3808 eves or Shirley at 463-3791. Detailed information will be sent on receipt of your deposit, and there will be an orientation meeting. Hope you can join for this great rail trip!

NAME_____

ADDRESS_____

HOME PHONE_____ WORK PHONE_____

MASTERCHARGE OR VISA
#_____ EXPIRATION DATE_____

PLEASE RESERVE_____ PLACES; DEPOSIT 150.00 @

BUS PICKUP POINT

_____ Santa Fe Stn.
6:45 a.m.

_____ Parkway Plaza
El Cajon
7:15 a.m.

Balance due April 1st to hold your place. No refunds after April 15th unless your seat can be resold.