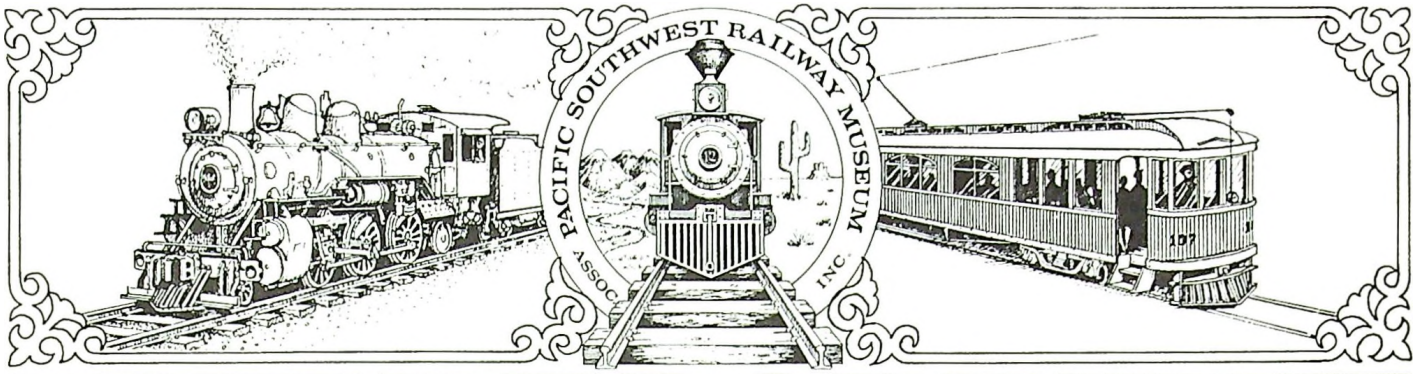


Sept. Oct. '81 **REPORT** No. 176

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

RAILROADING IN THE WOODS?!

What's this?! Is PSRMA's Shay back in the woods with a logging outfit train? Local railbuffs will recognize this spot as Grossmont Summit between La Mesa and El Cajon on the S.D.& A.E., hardly the place to find a Shay with a mixed string of elderly Pullmans and vintage freight cars. Dan Robirds photographed this never seen before event on September 12th as PSRMA's collection of rail hardware was being moved to our spur in La Mesa after spending the night in El Cajon. The Shay is actually being moved dead on the end of the train, but the illusion is spectacular.

All museum equipment at Miramar has been moved, most of it to La Mesa, as PSRMA takes the first step in the eventual move to our home in Campo. The details of this latest adventure are in this issue of REPORT along with other news of interest to those who follow the rails.

GOODBYE MIRAMAR... HELLO LA MESA

PSRMA said so long to Miramar on September 11th when all our equipment at the Naval Air Station was moved to San Diego via Santa Fe's Fourth District local. Some of the freight cars were left in the SD&AE yard after leaving Santa Fe track and the rest of the equipment continued on to La Mesa. SD&AE SW-8 number 1125 was assigned to the special museum train with members Gaylen Dyreng in the engineer's seat, and Thomas Brady conducting. The special train was a traffic stopper all the way to El Cajon where it tied up for the night.

The run-around in El Cajon was used as a staging area to arrange the Museum rolling stock in the right order for the move to La Mesa on Saturday, September 12th. PSRMA had arranged to block off Lemon Avenue in La Mesa so a temporary "shoo fly" track could be installed to switch the equipment on the display track next to our depot. Member Wally Barber lent his flatbed truck and rail laying expertise to this exercise with the usual PSRMA foot troops providing muscle. The rail had been hauled to La Mesa by Ken Helm the weekend before in the same borrowed stake bed truck that the Museum Master Mechanic has piloted on similar occasions in the last few years.

The rail laying was started at 7:00 am and was ready at 10:00 am to receive the equipment that was due to arrive at noon. While waiting, the track crew, led by President Jim Lundquist, took the Museum hand pumper for a trip over our now tied together 600 foot spur. This action attracted a large crowd in downtown La Mesa, and most of them were still there when the main event got underway in the afternoon. Three steam locomotives, four passenger cars and three freight cars were involved in the shuffle conducted again by SD&AE #1125 and a crew top-heavy with PSRMA members.

Museum regulars Bill Barbour, Dan Robirds, and Jim Lundquist, (left to right) are shown here placing the last rail for the temporary track across Lemon Avenue. The fuzzy tail at the right belongs to Jim's mutt "Ms. Sport", who has been a regular supervisor at PSRMA work sessions for the last few years. ATSF caboose #1413 and the south end of the La Mesa Depot are in the background.

(photo by L. Rose)

The entire exercise was over in an hour or so, and the rail and ties were quickly taken up and loaded on Wally's flatbed for a trip to Campo. The ties were stacked inside the engine house at Campo for safe keeping with Scott Thompson, Harry Doering, Larry Rose, Jim Lundquist, Dan Robirds, and Ron Hyatt doing the grunt work.

In saying goodbye to Miramar, PSRMA also said goodbye to a nearly $3,000.00 a year rent burden. Our La Mesa facility costs the Museum only a dollar a year! The savings will now be invested in the Campo project as well as restoration and maintenance of our equipment in La Mesa. The La Mesa spur will serve as a staging area for the big push to get most of our equipment to Campo by this time next year. After that, the La Mesa track will be used primarily for display and storage of the Museum excursion cars.

The equipment rolled the twenty five miles from Miramar to La Mesa without incident, thanks to the outstanding repacking and brake servicing

work by Robbie Smith & Co. Jim Lundquist handled the arrangements with Miramar, Santa Fe, SD&AE, and the City of La Mesa, making sure everything happened in the right sequence. Special thanks to Wally Barber & Co., Bill Barbour, Dan Robirds, Ron Hyatt, and Jim for spike driving duty and especially to Bill Niedrich and crew (see last month's REPORT) for having the rail ready when we needed it most.

INDUSTRIAL ARCHEOLOGY
(Restoration News)

Army Kitchen Car

The final push on this project has at last been completed. The floor was completely stripped, sanded down and painted. All floor hardware, brass rings, etc. were cleaned and reinstalled. Some floor boards were replaced when dry rot was discovered. Other details taken care of included: painting the stove pipe and miscellaneous stove parts, rebuilding the toilet, repairing chips and holes in the ice box doors, rewiring electrical fixtures, reinstalling the fire extinguisher and the fabrication of a new cover for the exterior electrical box. Helping to wrap up this difficult restoration last month were Norm Hill, Bill Barbour, Randy Gibson, Shawn Eriksen, Dick Mc Intyre, Al Barnier, Steve Norris, Jim Lundquist, Larry Rose, Bob Di Giorgio and Dan Mc Lean. Wally Barber donated replacement light fixtures and Jim's U-Rent donated the use of a heavy duty floor sander.

ATSF Shack

With the kitchen car finally squared away, our wooden caboose is getting a lot of attention in between Campo work. The cupola windows built by Frank Cooke have been installed by Ken Helm and Ron Hyatt. Bill Barbour, Steve Norris and Norm Hill have been stripping and primering the outside woodwork.

Working on an old caboose in the middle of downtown La Mesa attracts the attention of a considerable number of passers by and many people climb aboard to see what's going on. A donation can was put on the table with a small sign explaining the project just as an experiment, and it quickly collected $15.00 the first weekend it was out! The La Mesa folks have supported the depot project and the arrival of our rail hardware all the way, and are now supporting the caboose refurbishing on-site each weekend.

La Mesa Depot

The depot is now 99% complete, needing only waiting room benches and a few minor details to wrap it up as another super project for PSRMA. These little details are being taken care of one by one. The latest "detail" is an antique oak ticket case donated by Terry Durkin, who also donated the depot's pot belly stove and train order signal. Terry's ticket case is a choice piece that now adorns one end of the ticket counter, where the original one sat from 1894 to 1923. Terry has also donated steam engine parts and lots of bucks to PSRMA projects in the past, especially when he was president of the fledgling museum back in 1965.

The baggage room now has a table in it that was once upstairs in the Santa Fe Depot in San Diego. The table and matching six chairs had been stored in one of our boxcars for years until Larry Rose and Harry Doering moved them into the depot in September. Harry rebuilt, refinished and recovered the six chairs in only two weeks, so that the La Mesa Depot Museum Committee and the Campo Planning Committee could meet in the depot in October.

Al (Barny) Barnier has installed a time clock on the outside lights so that we have automatic night lights in the early evening hours.

The depot was open to the public during La Mesa's Oktoberfest celebration and has been open almost every weekend since then. The La Mesa Historical Society has been helping with the staffing as have many PSRMA people including Wilma Steele, Tanya and Larry Rose, Dick and Barbara Pearson, Shawn Eriksen, Harry Doering, Roy Pickering and Eric Sanders. Additional staffers are needed. If you would like to help, call Exhibit Staff Directors Bob and Linda DiGiorgio at 283-3066 and volunteer.

GRADING COMPLETED AT CAMPO !

An opportunity to get the grading done at Campo presented itself last month when heavy equipment contractor Joel Cloud found himself in between jobs and offered PSRMA a deal that we couldn't refuse. A lot of frantic activity happened in a very short time to see that a golden opportunity would not be lost. A master plan cranked out by the Museum General Manager was used by member Russ Kimball, a civil engineer, to start staking track locations and set elevations. Russ worked frantically over a drawing board set up in our "engine house" as Joel's big D-9 "cat" began clearing the brush and broken concrete rubble from the site.

Assisting Russ in the transit work were Dan Robirds, who camped out at the Museum site for ten days straight, and Bill Niedrich who was also up during the week. Russ, who was on site almost every day for two weeks, used a transit that was handed down by his father, who was also an engineer. Russ's transit is a beautiful old brass instrument that looks like it should be in a museum itself. His dad's first job out of school (Lehigh) was with a Pennsylvania Railroad survey crew, and now, after a long career of his own as a civil engineer, Russ plotted railroad track as his dad did years ago using the very same instrument.

The existing concrete and fieldstone rubble was stockpiled to be used as rip rap along the drainage ditch that borders our property. There is good quality decomposed granite on the site which is also being stockpiled to be used as ballast when trackwork gets underway. The SD&AE was laid with decomposed granite ballast when completed in 1919 and much of it is still in D.G. ballast today. One fieldstone retaining wall was saved because it is in perfect position to be used as a rail to rail and truck to rail loading dock.

All major earthwork for the Museum track roadbed has been completed leaving only some drain pipe work in the way of starting to drive spikes. Russ has located and staked the center of track for our connection to the SD&AE and the first phase of trackwork to be built on the site. Dan Robirds dragged around 1500 feet of borrowed firehose in order to keep the soil damp for best compaction, saving PSRMA the cost of a water truck.

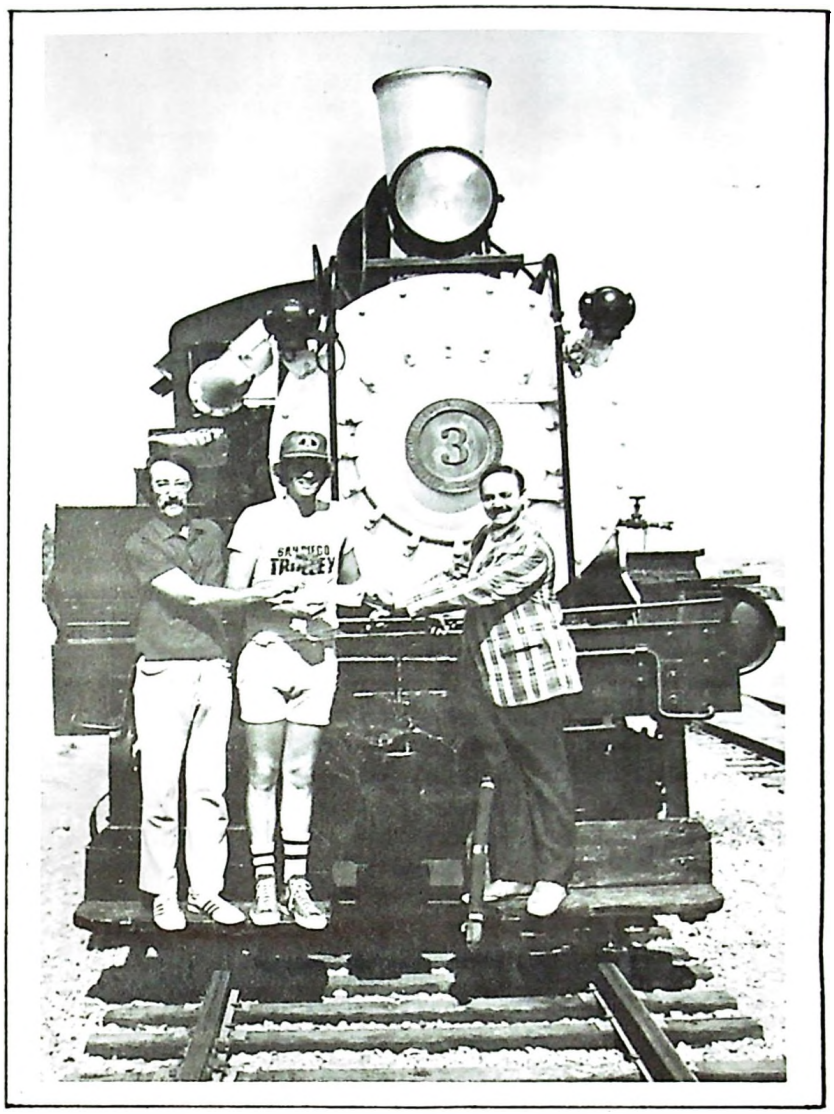
In the engine house, new toilets have been installed and a crew bunkroom is under construction. The rest of the old handball court is down and most of the maple hardwood has been salvaged. Electrical work is being seen to by Bill Barbour and a shower is being installed in a corner of the downstairs toilet room.

The old locker room behind our "field kitchen" has been fitted with a new window installed by Scott Thompson and a new door to the outside has also been framed in by Larry Rose and Dan Robirds. This area will be the bunk room for our weekend volunteers during the heavy construction that will be underway for the next few years.

The crew has been whipping up its own meals at Campo with "Chef Ron" doing the honors in our kitchen. Ron Hyatt, the "Oceanside Kid", is a very good hash slinger and short order cook. (At least nobody has been poisoned yet.) A pass-the-hat grub fund stocks Chef Ron's pantry and donated utensils and pots are his tools. David Landrum donated a large Igloo cooler to keep the grog cold. The lunch table and benches were made by Scott Thompson and Chef Ron always has a clean tablecloth. Our "restaurant" is a little primative, but it's a cut above your average "greasy spoon".

There is a phone at Campo now so members can call to find out what is going on and so the workers can call their wives to explain why they're going to be late getting home. Our number is (714) 478-9937----write it down!

Others helping build our Campo home were Randy Gibson, Roy Pickering, Mike Reading, Harry Doering, Jim Hamill, Ron Hyatt, Jim Lundquist, Larry Rose, Scott Thompson, Bill Barbour and Norm Hill. Work is going on at Campo almost every weekend now, but the main push is still the <u>second</u> weekend each month. New member Shawn Eriksen has thrown in with the museum work crew by calling the General Manager at 469-3064 and volunteering for whatever job needs doing. Others need to follow his example and jump in. There is enough work to keep an army busy, so join the troops and help build a great railroad museum!



John Baldwin (right), a known passenger car enthusiast, is shown here on the pilot of our very much alive Shay, presenting a $2,500.00 check to President Jim Lundquist (middle) and Board Chairman "Chop" Kerr (left). The cash was used to save coach #5601 from the scrapper.

Amtrak Coach in La Mesa

Our newest acquisition arrived in La Mesa along with the rest of our equipment last month and is now on the end of our string on our spur near our depot. Ex-Amtrak #5601, (formerly Seaboard #5601 and Atlantic Coach Line #201), is now in our hands courtesy of John Baldwin of San Francisco. John donated the car as well as the cost of moving it down from Los Angeles on the Santa Fe.

The 1939 Budd built all-stainless steel coach is our first lightweight and is in super shape. John is continuing to shop for other retired Amtrak cars, and the next issue of REPORT might have some more good news. Now is the time to save a few examples of first generation lightweights, and John still is out hunting with a sleeper at the top of his list. Amtrak's older "heritage" equipment is being retired in droves now that all of the Super Liner cars are in service.

The #5601 can be placed in Museum excursion service with only one modification: the removal of the red and blue Amstripe and relettering for the original owner as Museum standard procedure. Thanks, John, for a super gift!

GET IN THE PSRMA HABIT !

FOR YOUR INFORMATION

Restoration	Larry Rose.....469-3064	Railfan Patrol	Mark Cramer..453-0407
Exhibit Staffing	The DiGiorgios...283-3066	Memberships	Tanya Rose...469-3064
Excursions	Ann McVeagh.....444-3808	La Mesa Depot	(weekends)...465-8444

All members are invited to attend the monthly Board of Directors meetings where most association policy decisions are made. They are held on the first Tuesday at 7:30pm each month in the Trust Room of the San Diego Trust & Savings Building, 6th and Broaday, San Diego (enter building from the Broadway side).

REPORT
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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.

Membership News

by Tanya Rose

The membership roster continues to grow each month with people from all walks of life. Railroading is still represented the most, truly a high compliment to our museum. SD&AE engineer G. B. Dyreng reaffirmed his support by being the first person to renew at the new $30.00 contributing level. Tom Brady, an SD&AE conductor (definitely not the traditional "stern old conductor" type sung about in many a railroad ballad!) has decided to throw in with us, too. Also joining this month are Joe Sonka, retired master mechanic for the Texas and Pacific Railroad and William M. Moedinger, President of the Strasburg Railroad, which is located in the heart of the Pennsylvania Dutch country. Aware of our pressing need for added funds, out of town member Doug Kerr is the first person to join at the $50.00 supporting level. A hearty welcome aboard to everyone listed below!

REGULAR MEMBERS

Barbara Ageno
Mary Bell
Rosalee Blair
Shawn Eriksen
Sara B. Fuller
Alan Gabbatt
Reed Gattshall
Rae Gay
Christopher D. Knaggs
Harvey Smoller
Kay Montgomery
Richard D. Kohlenberger
Joe Sonka
Nancy Swan
Ed Weiss
Walter V. Shannon
Bonnie L. Parker
Joseph M. Smith
William M. Moedinger
Bob Neumann
Lawrence Tuck
William F. Doran
Kenneth R. Parlee
Henry E. Morse, Jr.

FAMILY MEMBERS

Thomas & Marjorie Brady
Jacob & Shirley Dekema
M.T. & Elizabeth De Meneces
Susan, T.J. & Barry Jarrett
Howard & Millie La Plant
M/M Donald R. Johnson
Manuel & Genevieve Lopez
Elsie, Ray, Ken & Josette Claverie
Elynor & Charles Nelson
Geoffrey, Queenie, Scott & Tina Spenceley
Robert & Bettie Lu Thorn
Helen & Loren Hobbs
Jeff & Reine Little
Timothy P. & Raenel L. Floersch
Robert & Elaine Warner
Robert J. & Jean Storey
Charles, Iva, Carolee & Richard Perdue
Donal C. & Mary J. Ertel
Mel & Irene Mc Glocklin
Eugene, Grete, Paul & Patricia Davis
Jonathan & Terri Eckhardt

SUPPORTING MEMBERS

Gilbert & Irene Judy
Douglas Kerr
Maurice L. Mc Clanathan

CONTRIBUTING MEMBERS

Christiana Mathewson
Richard P. While
G.B. Dyreng

As you know, the holidays are almost upon us again. How about giving that "special someone" a gift membership? Call me at 469-3064 or write me at: 4924 Wood St., La Mesa CA 92041. By the way, if you are planning on moving please notify me beforehand so you won't miss a single issue of REPORT. Thanks!

IN MEMORIAM

It is with a sense of personal sadness that I announce the sudden passing of member Mick Ackelson. He was a first class gentleman and will be missed by many, including the model railroad hobbyists who did business with him. We send our most loving thoughts to sustain his family and those dearest to him at this sad time.

Rail Salvage

Over 100 lengths of rail were picked up along the South Bay SD&AE branch in the last few weekends and stockpiled for transport to Campo. A borrowed hi-rail truck with a flatbed mounted crane made the work easy as did two heavy duty push cars loaned by railroad contractor Wally Barber. Picked up along with the rail were joint bars, track bolts and tie plates. Over a mile of rail has been donated by the SD&AE and it is slowly being retrieved from along the right of way by PSRMA foot troops. Helping with the rail project were members Bill Niedrich, Ben Mattison, Hugh Couchman, Bob Bradley, Ed Horne, Dan Robirds, Ron Hyatt, Ken Helm and Jim Lundquist.

Exhibit Staffers

by Bob Di Giorgio

How does it feel to start in, brand new, staffing our exhibit? I asked Doris Dean, who began staffing this summer, after her first day. "I felt pretty stupid going in, but Bill made me feel at home. I got more enthusiastic as the day went on," she told me. "So many people really enjoy trains. They enjoy showing their kids what a train is like. It was fun, a growing experience. I really enjoyed it. I'd love to do it again."

And so she has. If you check the list of staffers below and in the last issue, you'll see that Doris Dean has been back again and again. Perhaps you'd have as much fun staffing as Doris does. Why not call us at 283-3066 and give it a try?

The end of summer brings quite a change at the Embarcadero. During the summer, we were often so busy that it was about all we could do to give a friendly word to our visitors as we kept them moving, keep it moving! Now we have enough time to stop and visit with our guests. During the past month, this writer alone has been able to sit down and talk with a railroad president, an actor who portrays F.D. Roosevelt on the stage, and a retired employee from the Pennsy, one of my "home-town" railroads, plus many just plain good people from all over the world. It's a delightful, relaxing way to spend a Saturday or Sunday afternoon and, although we're not breaking records like in the summer, we're still bringing in substantial support for PSRMA, financially, in new memberships, and in public support and goodwill. Our warmest thanks to these September staffers!

Ray Archer (2 times)
Dorothy & Michael Knittle
Curtis Croulet
Adalaida Stanley
Stan & Judy Kerr
Al Vartanian
Joe Laurent
Terry Danielson
David Slater
Judy Parker
Lannie Starr
Bob & Linda Di Giorgio
Doris Dean (2 times)
Mike Retz
Lois & Cecil Badman
Gene Wegener
Jane Mac Millan
Ann Mc Veagh
B. V. Parks
George Parish
David Anderson
Rae Gay
Roy Pickering
Frank Kearney

IN-FLIGHT MOVIES ON A TRAIN?

by Bob Di Giorgio

It was almost that, one Saturday evening in September,as about fifty PSRMA workers and their mates or dates got together for a party aboard the ROBERT PEARY and #1509. The train didn't go anywhere, but the party did. Roy Pickering brought his videotapes of the Sacramento Railfair, the steam-up last August, and shots of the Campo and La Mesa activities. Bob Di Giorgio had an assortment of short railroad movies going in the 1509's "theater". Ann Mc Veagh, Wilma Steele, Adalaida Stanley and Linda Di Giorgio hosted a pot-luck spread of various refreshments, and mostly, there was plenty of opportunity for workers of the various department heads to meet one another.

We hope these parties will be repeated from time to time, probably at various PSRMA locations and hosted by different departments. These get-togethers would give the working members better opportunity to meet one another and have a good time, besides. Notice of the parties will be passed down from the heads of the various departments.

Election Results

Norm Hill campaigned hard to hold on to his seat, and was successful in out-polling challengers Bill Niedrich and Wilma Steele as a record 210 members cast votes in PSRMA's annual democratic exercise. The large vote count served as an important show of support for the rest of the Museum board members who ran unopposed. President Jim Lundquist will serve a third term and the V.P./General Manager's spot will be filled by Larry Rose for the sixth time.

C.P.A. Brenda Bailey is back again as Treasurer and Ann McVeagh takes over as Secretary for the retiring Eric Sanders. The three Director's seats will be filled by Norm Hill (two year term), Dick McIntyre (filling the one year term created by the resignation of Dick Pennick), and a person selected by the Museum staff heads from among their own. Eligible are the Personnel Director, Public Relations Director, Special Activities Director, Purchasing and Stores Director, Exhibit Staff Director, Railfan Patrol Director and Comptroller.