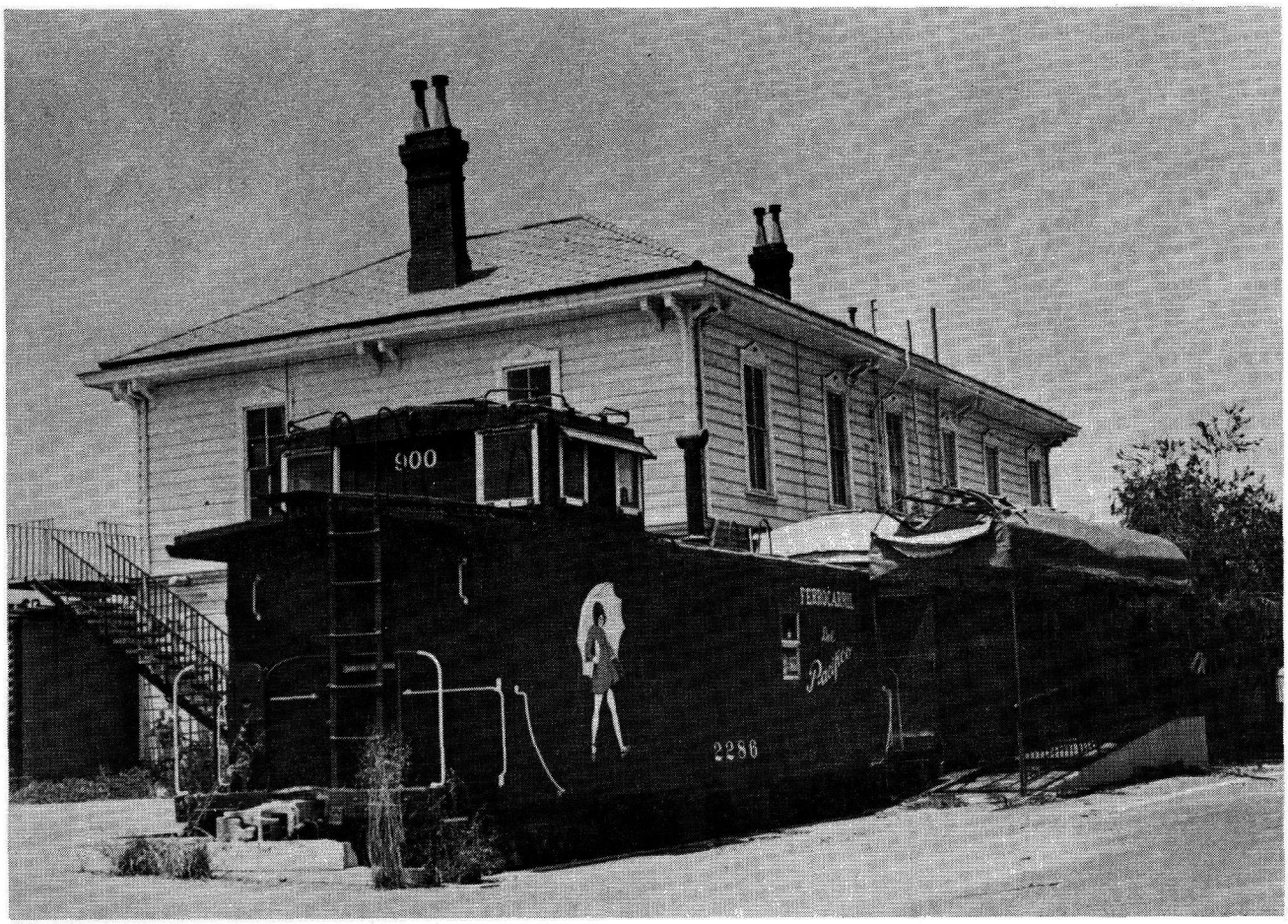
Jul -Aug.'82

REPORT

No. 181

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



ATSF CABOOSE, COMBINE DONATED

Underneath this ridiculous paint job is a Santa Fe steel caboose complete to the point of still having its original stove. This "shack" and the Santa Fe heavyweight library-buffet car in front of it now belong to PSRMA thanks to the new owner of the National City depot who has no use for them at the old station that has twice failed as a restaurant. Located in a heavy industrial neighborhood, the depot faces an uncertain future but at least the railroad equipment is headed for better times. The full story is in this issue of REPORT.

(L. Rose photo)

A FORKLIFT FOR CAMPO !

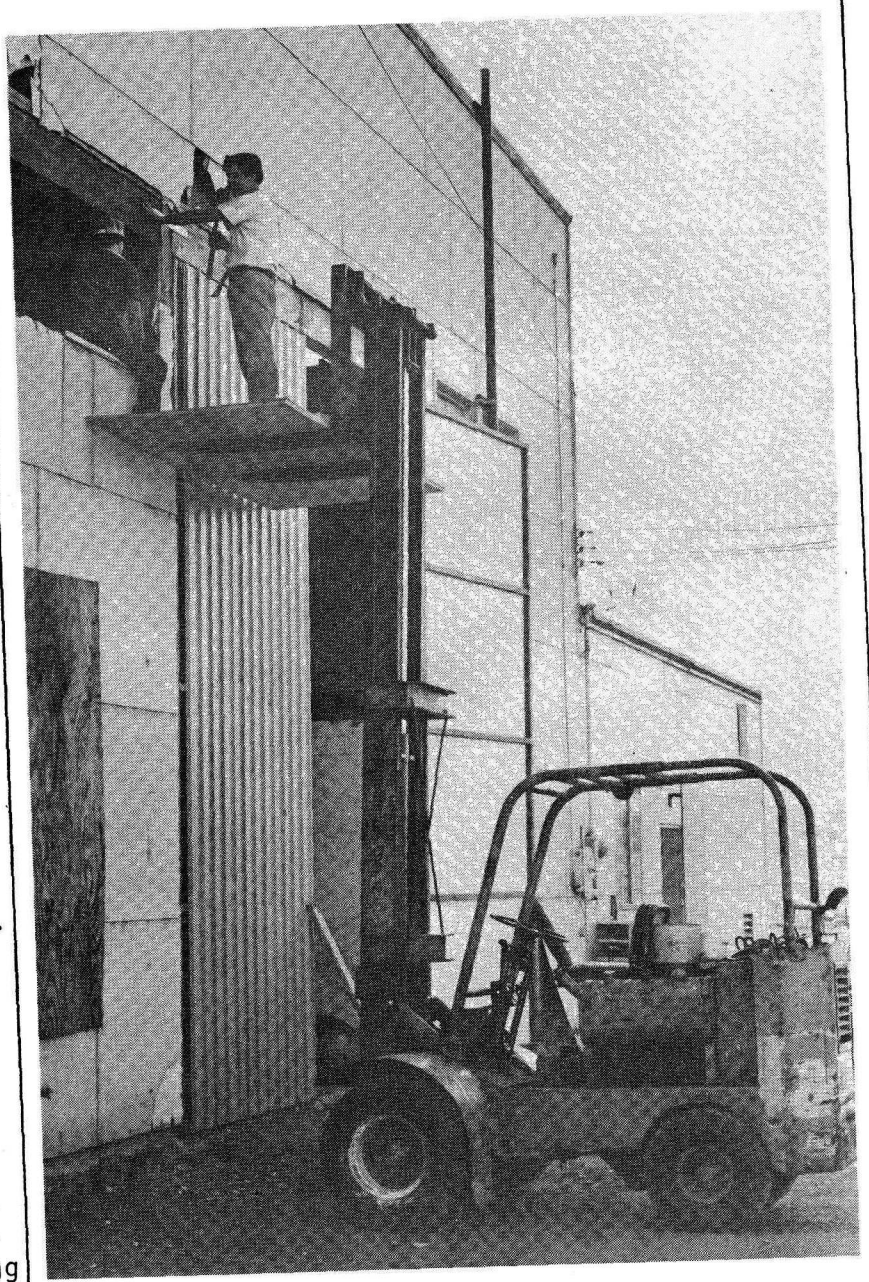
The Museum has acquired a 6,000 lb. capacity forklift, definitely a "must have" tool at Campo. Dick McIntyre found the machine in the San Diego County back country needing some work, but for sale at an excellent price. Arn Hunsberger, not wanting PSRMA to miss out on the deal due to the usual lack of funds, loaned the cash and negotiated the sale. Mechanical wizards Dick McIntyre and Arn then spent a week repairing the hydraulic system and tinkering with the motor. Dick delivered the lift to Campo as soon as possible after getting it fired up and it immediately doubled the work capacity of our chronically short handed crew.

On its first day at Campo, the lift moved several tons of ties around and played a key role in the installation of the headers over doors two and three in the car shop. Dan Robirds and Harry Doering, both experienced forklift operators, have been sharing throttle duties. The remainder of the interior second floor demolition was accomplished with this machine with Dan at the controls lifting out a pile of 2x12 joists with ease.

There are heavy things everywhere at Campo, rail, ties, machine tools, wheel sets and construction materials of all types. When our rail equipment is moved on next year there will be even more heavy things to move from car batteries to locomotive parts. This machine can do it all and its sixteen foot lift height provides a quick scaffold for working up in the rafters of the car shop or on top of a steam engine.

Dick and Arn picked a good one and donated many parts and many hours restoring it to excellent working order. Thanks guys, for putting an end to many of our traditional hand operated, air cooled push and grunt methods. The crew has been spoiled rotten!

Stan Bartlett has finished the maple gym floor salvage operation having pulled the last nail and stacked the last piece for future use. Stan, a retired S.D.& A.E. mechanic and engine house hostler, worked almost a year on this project and handled the chore almost entirely by himself! Stan took a break only long enough to help the younger guys lift the heavy shop door headers into place. If the Museum had a dozen more like "Stan The Man"



Larry Rose and Ron Hyatt make use of a makeshift platform and our newly acquired forklift to finish anchoring the shop door headers last month at Campo. (Dan Robirds photo)

working at Campo, we would be running steam trains by now!

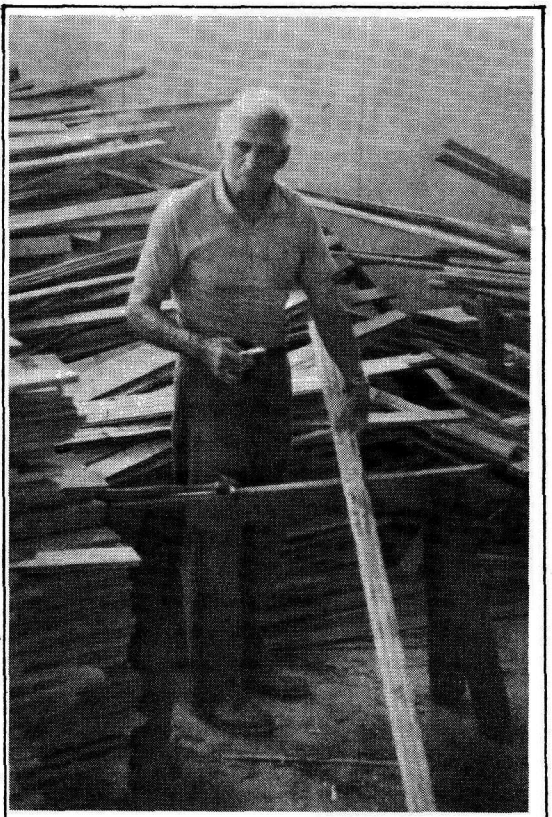
The bunk room is now cool at night thanks to an air conditioner donated by Brian Valleau and installed by Scott Thompson and Shawn Eriksen. Those spending the weekend at Campo now have one less thing to complain about. Scott also installed new light fixtures in the bunk room to make it easier for the guys who stay up late reading railroad magazines. A decent kitchen is the next big hurdle in the creature comfort department.

The last two door headers have been installed in the north end of the shop and the plywood shear paneling has been completed. Handling the chore were Campo "regulars" Jim Lundquist, Harry Doering, Larry Rose, Jim Hamill, Ron Hyatt and Shawn Eriksen.

Ace electrician Al Barnier has scrounged an electrical main panel for the revamping of the electrical service that is now becoming a top priority. This was another heavy item unloaded with the new forklift.

Harry Doering and Ron Kinum moved many bundles of ties out of the way of the concrete floor removal operation that is coming up in the near future. New concrete grade beams are planned to support each rail of the three tracks that are to be laid in the shop building. A truck load of re-bar pieces for this job was scrounged by the REPORT Editor last month.

A combination of luck and good scrounging has provided much needed tools and supplies for our Campo effort but one major item continues to elude us, manpower! If you can help alleviate this problem call Project Chairman Harry Doering at 465-7261 and get involved in building your railroad museum. Give Stan a hand!



Stan Bartlett and "The Great Maple Caper"!



Dan Robirds and Larry Rose with PSRMA culvert No. 1,, an example of the kind of mundane work that has to be done before finish grading the sub-roadbed.

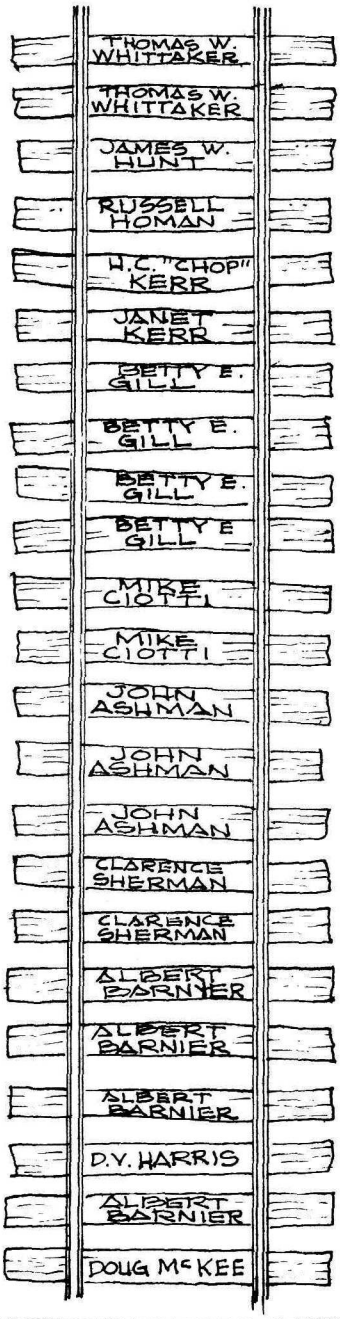


Scott Thompson assembles conduit 20 feet up in the car shop rafters.

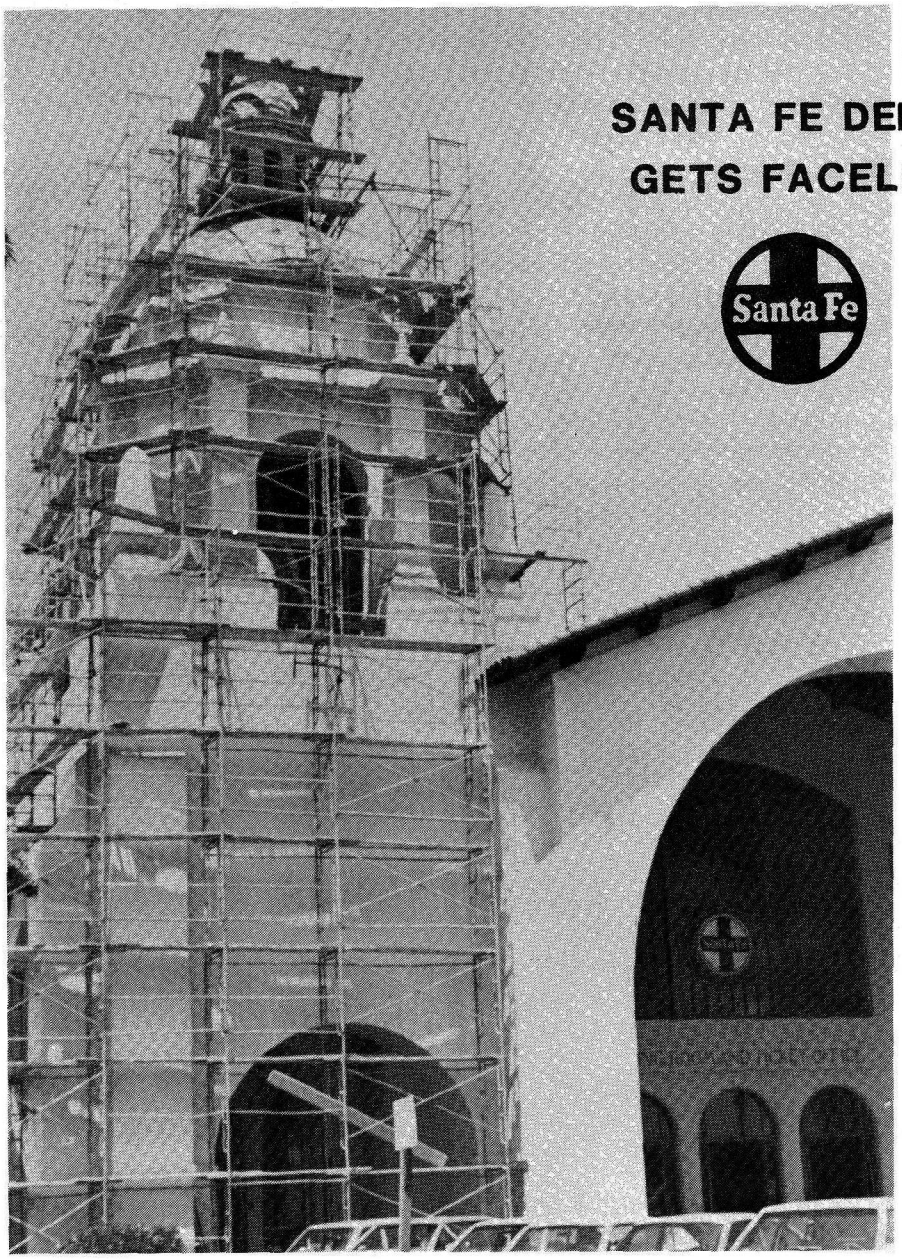
BUY-A-TIE PROGRAM MAKES TRACKS!

Among this month's tie donors is a young steam buff from Kiel, West Germany. Mike Ciotti is a hard charger going on five years old who came up with the idea of contributing his saved up stash to our Buy-A-Tie project all by himself. His pal, John Ashman, a Navy steam boiler expert temporarily stationed in Germany, showed him a copy of the PSRMA REPORT and shortly Mike had shamed John into contributing also.

Many others from closer to home have also added to our tie pile this session and we now have enough to support two heavy-weight passenger cars! Ties from our source cost seven bucks each (as long as the recession lasts) and one tie will support 24 inches of rail. It takes $280.00 worth of ties to support one passenger car. Who is going to be first to fund the support for an entire car by themselves? Let's get a few more while the good price lasts. Send your $7.00 (or $14.00 or $28.00?) to PSRMA "Buy-A-Tie Program", 4695 Railroad Ave., La Mesa CA 92041.



SANTA FE DEPOT GETS FACELIFT



Fresh paint inside and out, cleaned windows and tiles, replacing mis-matched neon ceiling fixtures with duplications of the originals where needed, refurbished rest rooms, refinished oak waiting room benches, etc., etc., are making the Santa Fe Depot beautiful once agian. PSRMA commends the Santa Fe for their effort and committment in renovating this depot and making the interior look as it did when new in 1915.

EXCURSION NEWS

by Ann Mc Veagh

Three tour leaders from PSRMA's active Excursion Committee have just returned from a long train trip into the state of Chihuahua, Mexico. Ann McVeagh, Corrine Gallagher and Shirley Simpson traveled in and out of the mountain fastness of the famed Sierra Madre, stopping along the route of the Chihuahua Pacifico as it winds its way up from Los Mochis on the coast, topping out at Creel and then gliding back down the eastern slopes to Chihuahua City. The purpose of the trip was to search out new and different places to add to our Fall and Spring excursion schedules of adventures into Copper Canyon.

The trio journeyed southwest from the small station at Bauhichivo, past the mission village of Cerocahui and up into the highest reaches of the Sierra to a small mountain community and their destination, a rustic lodge at the edge of the canyon that is the departure point for trips along the rim and down into the canyon town of Urique. From a point on top of Gallegos Peak, one can look down 6500 feet to the old and not so old silver mining community. McVeagh obtained some high grade silver ore right off the burro train bringing the ore into Urique just as they have been bringing it in from the mines for 400 years. Besides silver, gold is panned in the river, and there are active mines of copper and manganese in the area. From top to bottom, truly a beautiful and interesting place and we will be offering a trip there in the Fall.

Retracing the route back to the railroad, the group continued on to Creel, well known mountain lumber town and a perennial favorite with our travellers. The Parador de La Montaña served as headquarters for more jaunts into the mountain and back once again to the old town of Batopilas. We stayed overnight in the new hotel there, operated by the Parador people. The long ride down into the Batopilas Canyon took us through the Copper Canyon, the Verde and finally to our destination. It was very hot in the canyon compared to the coolness on the top. The temperature change from top to bottom was from 75° to 105° in a few short hours driving. Mangos and papaya, plumerias, orchids and bananas all thrive in the Shagralas located in the various spectacular canyons, collectively called Las Barrancas de Urique, or in English, Copper Canyon.

Gallagher and Simpson then trained onto Chihuahua City for a look at the rest of the rail line and to investigate hotels, etc., while McVeagh took advantage of an opportunity to go on a two day excursion deep into Tarahumara country to observe the bi-annual paying of the Indians for the timber that had been cut and sold to the government. 250 brightly garbed Indians gathered at a small ejido settlement to collect their pay and visit with one another. Many had walked for more than a day to get there, so it was quite a festive occasion. It was a rare chance indeed to see another world and time, before coming back to the 20th century and California glitter.

There will be a slide show of all these wonders at the October 22nd general meeting, and we will take you there in person on November 13th. Plan to go along!

WANTED: Used clothing for PSRMA Tour group to take to the Tarahumara Indian schools during the Copper Canyon tour - all sizes o.k. - both male and female - also toys, vitamins, non-perishable food stuffs - leave at La Mesa Depot - Gracias

NEXT MEETING OCTOBER 22nd

PSRMA's quarterly meeting of Friday, October 22nd, will feature the election of museum officers for 1983. It will be held at the San Diego Gas & Electric Co. Auditorium at 101 Ash St., downtown, at 7:30 p.m. The same old faces will be on the ballot once again, (same old story, isn't it?) but one spot is being contested with incumbent Dick McIntyre, Rita Cloud and Wally Barber running for a directorship.

Our program will include slides on Copper Canyon, the Mexican Tourist Bureau will show a beautiful film on the Chihuahua Pacifica Railroad, Copper Canyon and Baja California in general. Paul Vanderwood, Professor of Mexican History at San Diego State, will present a short history of Mexican railroading and its impact on Mexican history. Be there!

INDUSTRIAL ARCHEOLOLGY
(Restoration News)

by Norm Hill

Caboose 1413

Norm Hill is getting down to the wire on his caboose project. All of the outside window trim is back on and the nail holes in the siding are being re-puttied. Painting is scheduled for the Labor Day weekend. The sheet metal around the base of the cupola was replaced by Andy Pierce last month and prime painted by Scott Thompson taking care of another major barrier to painting. Norm, Tom Travis and Steve Norris are filling the holes in the siding.

On the inside, Bruce Morrison and Bruce Biggers, both professional carpenters, have joined the group and have finished the coal bunker, repaired floor damage and have built new seats for the crew table constructed earlier by Doug Kerr. Jim Hamill has also been repairing interior woodwork and has completely restored the toilet seat and compartment walls. Interior moulding has been fitted into the corners and between the roof supports by Ted Kornweibel who is doing an expert job.

Dick McIntyre, who makes magic with metal, cast duplicate door holders, using our lone original set as patterns. Dick also fabricated and installed a kick plate behind the ladder to the cupola and worked on the conductor's valve piping.

Larry Rose cut and installed new jambs for all the windows and fitted new trim inside and out. Norm Hill and Steve Norris followed up with prime painting. The last woodwork left inside is to rebuild the closet and the adjacent conductor's desk.

Caboose 2286

Yes, there was a work session on our newly acquired Santa Fe steel caboose within a few days of the donation! Norm Hill, Larry Rose and Harry Doering went down on a Wednesday evening and cleaned out a dumpster load of dirt, trash, wine bottles and old restaurant records which were several inches deep on the floor. Electrical conduit was disconnected and removed and a museum lock put on the door. Dan Robirds and Ken Helm were there a few days later and bolted brake wheels on the stands on each end in preparation for moving the caboose. Repacking, lube, and air test are scheduled in the next few weeks.

Mojave Northern No.3

The cab interior and boiler backhead have been scraped down and wirebrushed in preparation for painting. New tongue and groove paneling was installed in the cab by Walt Morrison. Walt also replaced the foot boards and resilvered the drivers. The interior woodwork was painted cab green by Norm Hill and Steve Norris. The following people did the tough paint stripping job: David DiGiorgio, Martin Nemerever, Jeff Dewey, Bill Barbour, Steve Norris, Norm Hill and Vernon Mardock.

EMD 1809 & 1820

Henry Lines and Mike Reading have been tinkering with the electrical system on these big 120 ton engines. 1809 is getting most of the attention.

SHAY No. 3

Dan Robirds, Ron Hyatt and Ken Helm have been getting this locomotive ready to steam up for the La Mesa Oktoberfest October 2nd. The engine will run on our spur with the sound of several different whistles. Don't miss this big blast!

TRACK GANG at CAMPO OCT. 16 & 17

Are you interested in having a good hot meal and doing something important at Campo on the weekend of October 16th and 17th? Harry Doering and Norm Hill are organizing a track gang and you are invited. As you may know,, PSRMA has a lot of rolling stock throughout San Diego County, and we need to have at least 1,400 feet of track in place when SD&AE gets ready to move it to Campo for us. This move is expected to be scheduled sometime in the fall or early winter, as soon as the bridge over the Tia Juana River is completed. All you have to do is help lay track and enjoy the food. Call Bob or Linda DiGiorgio at 283-3066 or Harry Doering at 465-7261 for details. Don't wait for Linda to call, but if she does, be ready to say "yes" and join the PSRMA Gandy Dancers.

1509 & ROBERT PEARY, WASHED & WAXED

by Brenda Bailey

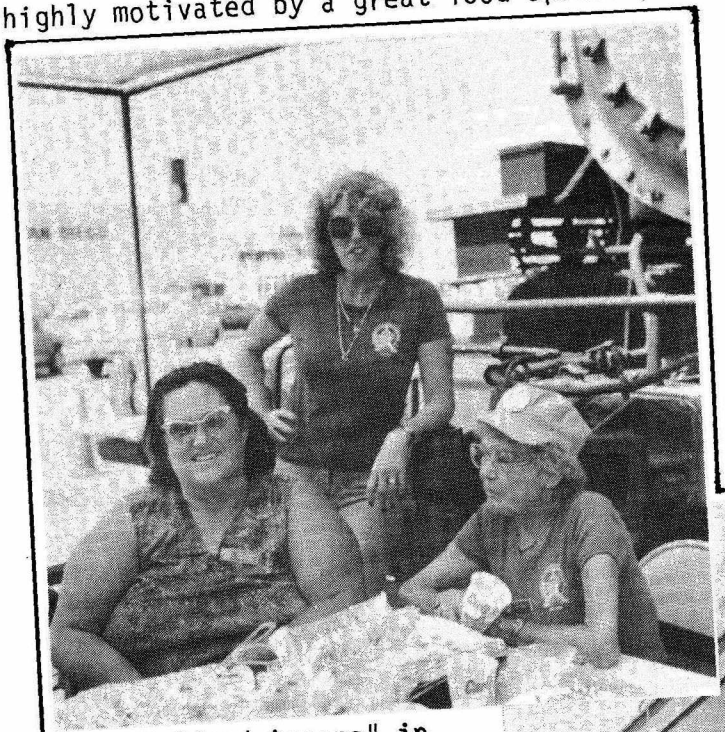
It was 7:30 a.m. on Saturday morning August 27, and Harry Doering (PSRMA's Treasurer and Campo Committee Chairman) was first on the scene to help with the waxing and polishing of the 1509 and ROBERT PEARY. He thought that he was going to be the only one, but finally, about 9:00 a.m., the rest of the foot troops started to arrive and it turned out to be the biggest work party of the year, a smashing success, because they got all the work done in one day, even though two days were planned,and were ready to go home at 2:30. Superintendant Norm Hill arranged to have the cars washed the previous day, so the foot troops were able to concentrate on the waxing.

The success of the work party was attributable to the large work crew, who were highly motivated by a great food spread prepared by:

Don & Jan Covington
Debbie DiGiorgio
Judy Kerr
Susan Pope
Jo Pressnall
Trig Stanley
Verna Eastman
Doris Dean

The "waxers" were:

Bob DiGiorgio
Robin & Jon Hood
Norm Hill
Stanley Bartlett
Harry Doering
Tom Travis
Linda DiGiorgio
Chris McVeagh & friends
Scott Thompson
Ann McVeagh
Ted Kornweibel
Dick Ruppert
Brenda Bailey
Shawn Stienman
Jim Hamill



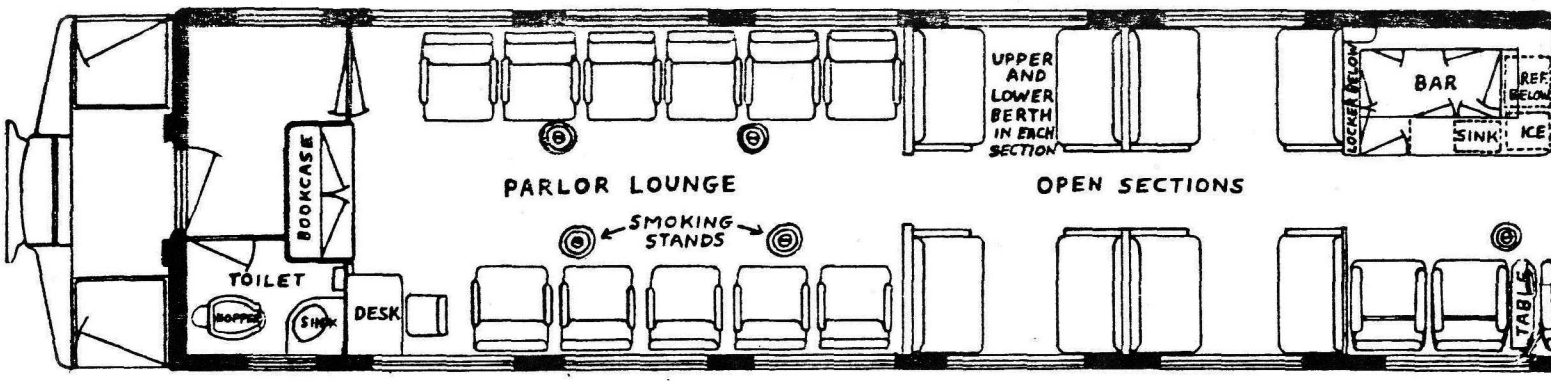
PSRMA "food troops" in front of Coos Bay #11. From left: Linda DiGiorgio, Ann McVeagh and Trig Stanley.

(Brenda Bailey photos)



The 1509, ROBERT PEARY polishers. Standing, from left to right: Robin Hood, Tom Travis, Ted Kornweibel, Bob DiGiorgio, Norm Hill, Jim Hamill, & Scott Thompson. Kneeling, from right, Harry Doering and two unknown friends of Chris McVeagh.

A special thanks to Linda DiGiorgio for making the phone calls to the staffers (food people), Harry Doering for bringing in the Campo people, and Norm Hill for lining up the restoration crew. Also, we really appreciate Doris Dean and Don and Jan Covington for bringing food to La Mesa on Sunday, too! It was especially nice to see Jo Pressnall again. Many thanks to all involved with this work party!



TWO SANTA FE CARS ACQUIRED

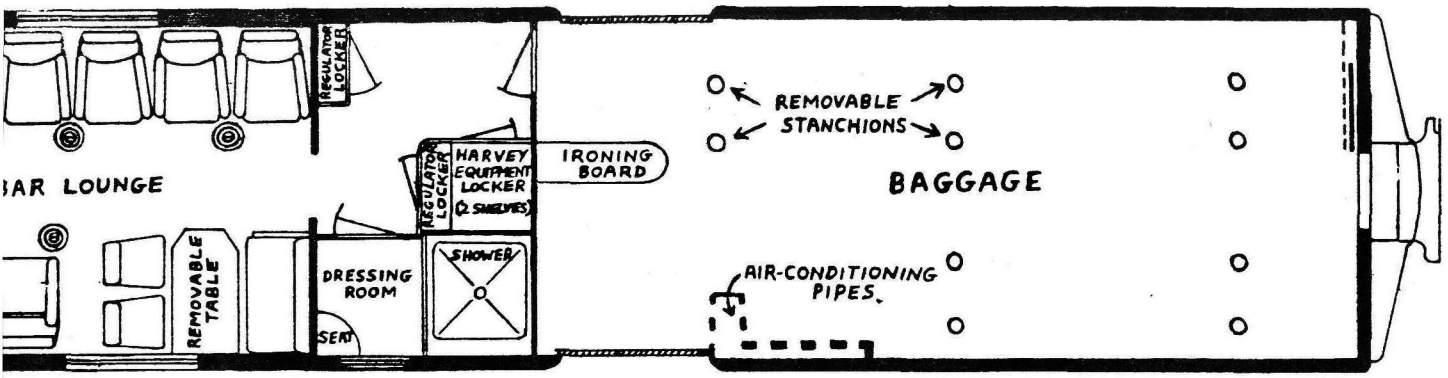
Nearly ten years ago, the National City depot, the oldest in San Diego County, was turned into a restaurant complete with a couple of railroad cars for "atmosphere". One of the cars, ATSF buffet-library #1303, was gutted and turned into a bar/lounge. The caboose, ATSF #2286, was left intact and used as an office/store room for the restaurant. These two cars have been given to PSRMA and have already been plucked from the shallow trench in front of the depot as a result of a most incredible proposal by the La Mesa Chamber of Commerce.

No. 1303 will be moved to La Mesa and placed at the end of our spur near the depot. Once there, it will be cleaned up, painted and then moved north of the depot to a new spur where it will be used as a meeting room/lounge for the Chamber of Commerce and others. Gordon Austin, chief of La Mesa's business organization, wants to carry the town's railroad theme, established by our depot and train exhibit, north of the depot to tie in with the downtown redevelopment project. Gordon asked PSRMA to find him a suitable car for his proposal and suddenly up popped the #1303 already gutted on the inside and with a bar in the baggage end, perfect for the intended use.

The chamber will fund the restoration of the car, and has already received $3,000 from the city of La Mesa to get it moved out to our spur. Even though this project is being sponsored by La Mesa's business community, PSRMA will retain ownership. Member Wally Barber's railroad construction company is doing the heavy moving work to get the car back to the nearby Santa Fe track, as there is no direct connection. PSRMA's foot troops led by Ken Helm and Dan Robirds are taking care of lubrication and brake work.

The caboose, home built by the Santa Fe in 1949, is the choice museum acquisition of the duo. No. 2286 is remarkably complete with all seats, bunks, table and stove intact, unusual for a restaurant display car. Built as a class CE-3, the caboose was modified by the Santa Fe in 1970 at Topeka to a class CE-5. At this time, several windows were covered with steel plate, but the original frames are still there. The exterior is rust free, but there is some coupler pocket damage from a hard rear end collision that probably caused the caboose to be retired and sold to the restauranteur in 1972. The damage is repairable, however, and the running gear is complete and in good order. The caboose will be kept in the SD&AE yard for now until moved to Campo with the rest of our railroad equipment next year. It will make a super companion to our wooden Santa Fe shack #1413 when they roll again behind live steam at our home for retired iron horses.

The 1303, however, is a shadow of its former self, having been stripped of its original interior and poked full of holes for plumbing and electrical conduit. The car was built by Pullman in 1927 as part of a lot of twelve (1300-1311) buffet-library cars ordered by the Santa Fe for their famous train "The Chief" and were all named for Indian chiefs. The 1303 was originally built as the 1304, "Chief Manajaka". It was remodeled in 1938 as lounge-dormitory 1351. Later the dormitory section was converted back to baggage and the car re-lettered 1303, but with no Indian chief name, for use on the Del Mar race train specials. Sister car No. 1300 also survives in the Southern California area at the San Juan Capistrano Depot Restaurant and was (and still is) lettered "Chief Santana")



No. 1303 exists today because, years ago, founding member Jack Stodelle purchased the car in Illinois for the scrap price of $1500.00 and had it sent to San Diego. Jack later became involved with other private cars (he still owns two operated out of Mexicali) and sold the 1303 to the restaurant operator. On the plus side, 1303 has roller bearing trucks and complete underbody gear. The car body is in good shape, with only one baggage door and one vestibule door missing as the result of restaurant butchery.

The best part is that the car will be saved and made weather tight thanks to the City of La Mesa and the Chamber of Commerce, who came up with the idea (and the cash) on their own, spurred only by the very successful presence of PSRMA in the middle of downtown. The chamber's Gordon Austin and PSRMA's President Jim Lundquist were the key players in this adventure that will make everyone look good and prosperous----the city, PSRMA, and especially #1303!

(Special thanks to John B. McCall of Coppel, Texas and Charter Member Jack Stodelle, for furnishing the technical data for this article.)

ATSF No. 3751 ASSIGNMENTS

by Brenda Bailey

When I was in Kansas City this June, I met a Mr. Lloyd E. Stagner, author of Steam Locomotives of the Frisco Lines, and author of several articles which have appeared in TRAINS magazine, and he sent me the following facts on the #3751 which is currently being restored by the San Bernardino Railway Historical Society.

The #3751 was on the New Mexico Division from 1932 through December 31, 1936 when it went to San Bernardino for conversion to being an oil burner and class 4 repairs. The engine was used as protection power for the "Super Chief" between Los Angeles and Winslow, but normally was assigned to all passenger trains in the New Mexico Division. In April, 1942, the engine was rebuilt with 80 inch drivers and a new one-piece frame. On May 23, 1942, the #3751 was assigned to the Pecos Division and ran from Kansas City to Los Angeles on "The Scout" and "The Grand Canyon Limited" with maintenance at Clovis, New Mexico. In September 23, 1945, the then new 2900 class engines released the 3751 class from this assignment and the #3751 was assigned to the Arizona Division for passenger service between Barstow and Bakersfield. The #3751 was transferred to the Valley Division on August 1, 1949 upon abolishment of the Arizona Division, but it did not effect its assignment. On July 12, 1950 the engine was transferred to the Los Angeles Division and received class 5-H repairs in December, 1951. Again in December of 1952, the engine received class 5-H repairs and was taken out of service on August 25, 1953.

REPORT

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EDITOR Larry L. Rose —:— ASSOCIATE EDITORS Brenda Bailey & Tanya Rose
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S.D. & A.E. STEAM LOCOMOTIVES

PART VI

NUMBERS 101 AND 102

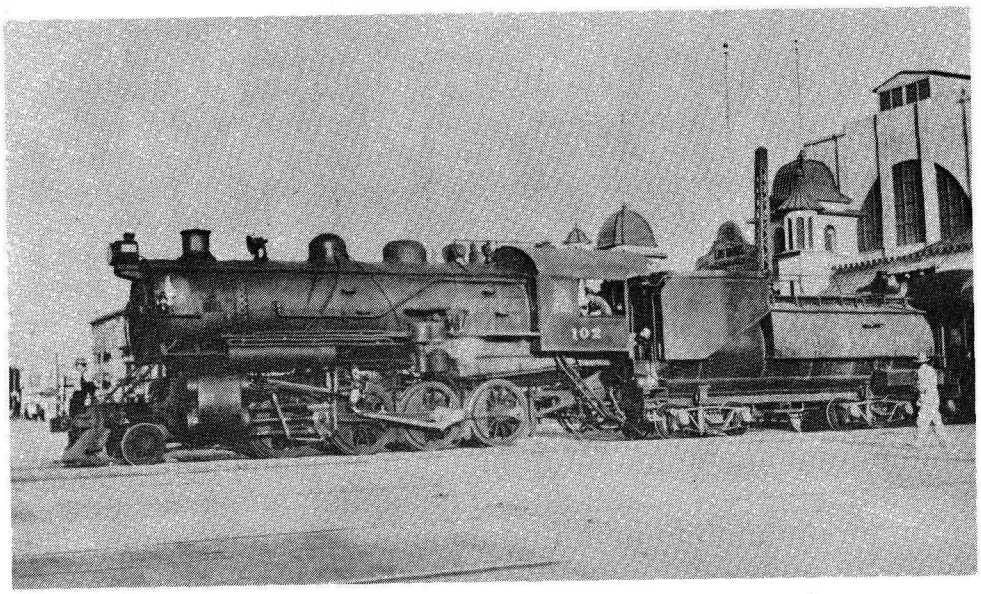
by

P. Allen Copeland and Joseph A. Strapac

In late 1914, the abuilding SD&A took delivery from ALCO of two large 2-8-0's to use in construction work. Numbered 101 and 102, the two engines weighed almost fifty tons more than the little No. 50 of the same wheel arrangement. The two new engines were purchased to pull trains over the lengthening mainline as it was being extended east from San Diego. The 0-6-0 and 2-8-0 on the roster prior to this time were needed for handling the actual construction train and working the yard in San Diego.

As it turned out, the two new engines were the last to be purchased direct from a manufacturer, subsequent locomotives being acquired through merger, the second hand market or from the Southern Pacific. Nos. 101 and 102 were generally similar to S.P. contemporary locomotives of the type, being delivered with Vanderbuilt tenders, but equipped with modern Walschaerts valve gear and piston valves. The class assigned by the S.P. was C-31.

The new engines were pressed into service hauling construction supplies eastward, and returning empties to San Diego. As soon as rudimentary facilities were available, a mixed train service was offered on the mainline, usually pulled by these 2-8-0's. The soft and spongy track, often laid without benefit of ballast, was not the most suitable for these heavy locomotives at this time, and leased S.P. light 4-6-0's were used to replace them until such a time as the track structure was improved. The addition of many 4-6-0's from the San Diego & Southeastern roster allowed these 2-8-0's to be leased to the Southern Pacific in 1917, as that company's Nos. 2837-2838. Photos taken during this period show them renumbered, but stilled lettered for the SD&A. Both were returned to the SD&A and numbers 101-102 in late 1919.

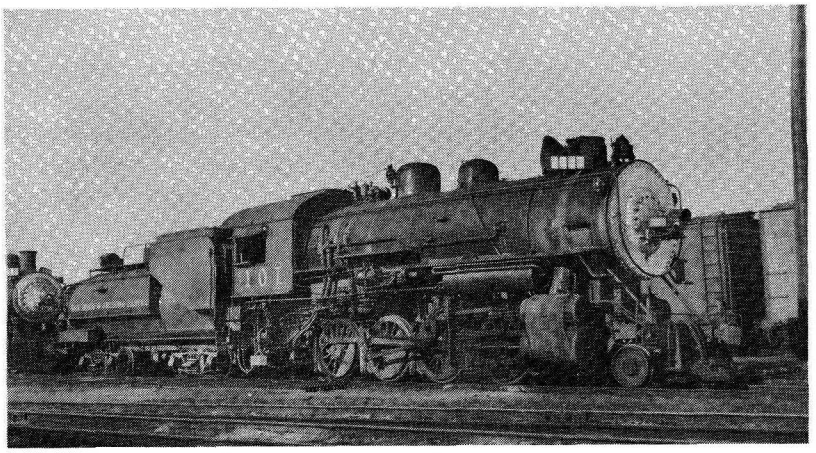


No. 102 is shown here in an early photo at the San Diego Union Station with a passenger train, crossing Broadway. The picture is thought to have been taken after 1919.
(R.P. Middlebrook photo)

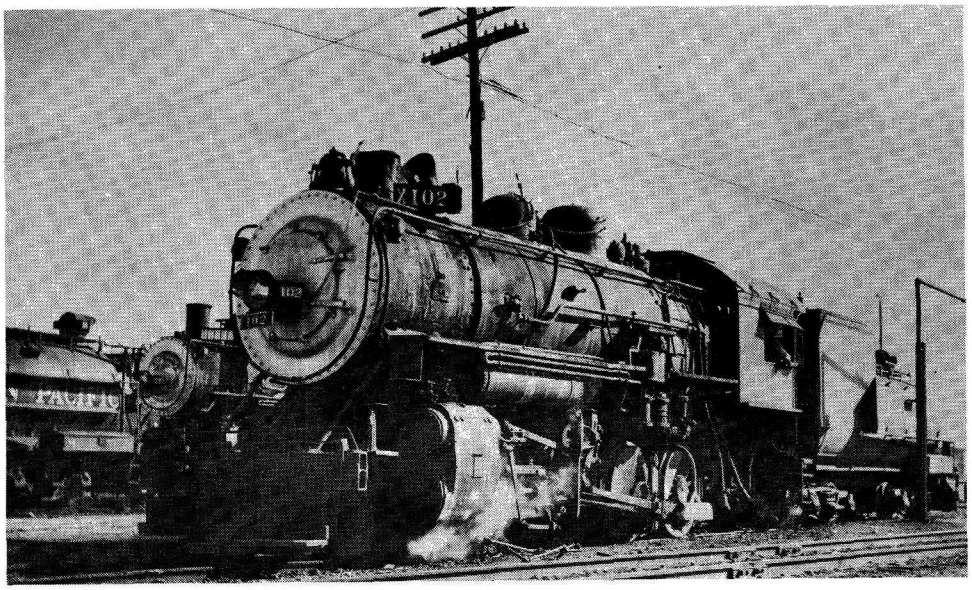
After completion of the SD&A mainline in 1919, the 2-8-0's were used almost exclusively in heavy freight service. Supplemented by purchases of slightly larger 2-8-0's from the S.P. in 1921, the C-31's were used extensively as helper engines, operating westward from El Centro up the hill to Hipass, and returning light to El Centro. Minor servicing was performed at the S.P. facilities in El Centro and by the shops in Los Angeles. Generally, the engines were worked between El Centro and Los Angeles, and pictures of them pulling S.P. trains over this route are not unusual.

The high headlights were lowered to the smokebox centers in common with other S.P. 2-8-0's in the late 1930's. With lessened traffic levels caused by the depression, the C-31's were not always needed for helper service and were used in other duties, such as work trains, special movements and protracted leases to the S.P. for use in the Imperial Valley. It was uncommon for them to be operated all the way into San Diego by this time, but it did happen on occasion, particularly during World War II.

After World War II, both locomotives received silver smokebox fronts. No. 102 received a modified smokebox front and door during this time, but No. 101 was never changed in this respect. Both locomotives were equipped with larger class 120-SC tenders about 1951. These came from scrapped S.P. 2-8-4's that had originated on the Boston & Maine. Much rebuilt and converted to oil, in 1951 the tenders were applied to No. 101-102 during routine shopping. When dieselization of the SD&AE mainline freight trains occurred in 1951, Nos. 101 and 102 were kept to assist the new S.P. Baldwin roadswitchers up the hill. No. 101 was the first to be set aside in 1952 and went to Los Angeles for scrapping, and No. 102 continued in service until mid-1953 when complete dieselization of the S.P.'s Imperial Valley lines occurred. The No. 102 was then also sent to Los Angeles for dismantling. The hardly used tender was assigned to S.P. 2-8-0 No. 2799.



No. 101 in later years looked like this. Note that the original smokebox front was retained. Shown in El Centro at an unknown date.
(Douglas I. Duncan photograph)



No. 102 is photographed here in El Centro in January, 1951. Note the addition of typical S.P. features, train indicators, silver smokebox front and lowered headlight. The SD&AE will soon dieselize and only two more years of service remain for the #102.
(R.V. Dodge photo)

Class C-31 2-8-0 57" drivers, 22"x30" cylinders, 224500-lbs. engine weight, 197900-lbs. weight on drivers, 210-lbs. boiler pressure, 45470-lbs. tractive effort.

101	ALCO-Schen.	54664	12/14	Scrapped 1/14/53
102	" "	54665	"	Scrapped 9/14/53

Leased to S.P. nos. 2837-2838 1/24/17 and 5/1/17 respy. Returned 1919 to SD&A 101-102.

LA MESA DEPOT STAFFERS

by Eric Sanders

Since June 1st, the La Mesa Depot Museum has hosted students groups from Fuerte School in El Cajon, Loma School in Spring Valley, La Mesa Dale, La Mesa Village Childrens Center, two groups from the La Mesa Parks and Recreation day care program and a La Mesa Cub Scout group. All of the passenger cars were opened for these special visits.

Slide programs have been presented to the La Mesa Lions, Rotary and Kiwanis and an exhibit was in place at La Mesa's 70th anniversary picnic at La Mesita Park. PSRMA and the depot museum were heavily promoted at each event.

The following PSRMA and LMHS members collectively have staffed the La Mesa Depot Museum on Saturday and Sunday afternoons and have been involved in the special events and tours.

Bea Acers
Kel Aiken
Ed & Judy Arbuckle
Cecil Badman
Marge Becker
Lucille DeWaide
Linda DiGiorgio
Al Ellis
Ann McVeagh
Art & Beth Miller
Walt Morrison
Pete Palermo
Roy Pickering
Mike Retz
Drake Sanders
Ellen & Eric Sanders
Herman Englander
Dorothy Griner
Hallie Holmes
Arlen Hurt
Harlan Hatz
Kay Kester
Ruth Hawley Kobler
Joe Laurent
Bill Schneider
Ruby Smith
Trig Stanley
Wilma Steele
Erma & Lanny Starr
Russ Stockwell
Betty & Dick Teague
Eugene Wegener

Don't wait for Trig to call you--CALL HER and volunteer to spend an afternoon showing visitors an authentic 1915 era train station. Trig can be reached at 444-1648.



Depot staffer Walt Morrison and "food trooper" Doris Dean, who fed the La Mesa work gang the day after the 1509, ROBERT PEARY waxing binge. (Brenda Bailey photo)

DONATION HONOR ROLL

JOHN MAXWELL, La Mesa Planing Mill, donated special milled floor and wall boards for the interior of caboose #1413.

KEN HELM AND LARRY ROSE split the cost of new tires for the museum compressor trailer, an odd size that had to be special ordered.

DOUG KERR donated lumber for caboose furniture he built for #1413.

DICK MC INTYRE donated hardware, locks, lumber and fasteners for caboose #1413 and parts for the Campo forklift.

NORM HILL is outfitting caboose #1413 with a Handlan kerosene lamp and a Missouri Pacific caboose water cooler from his own collection.

TRI-STAR FRAMING CO. of Newport Beach donated lumber and nails for Campo.

CREST INSTALLERS, INC. supplied quarter round moulding and window trim for #1413.

BAYWOOD DEVELOPMENT GROUP of Newport Beach donated office furniture, file cabinets and a stove for our Campo kitchen.

NIELSEN CONSTRUCTION CO. of San Diego donated re-bar scraps of several sizes handy for all kinds of various Campo concrete projects.

NICK ROBERTS AND JOHN M. CRANSTON have chipped in cash to the General Fund.

WARREN SHIPP, WOODWARD GORSE, PERRY AND BARBARA SCOTT have contributed cash to our Del Mar Train Moving and Renovation Fund.

EMBARCADERO STAFFERS

A TRIBUTE TO RAY ARCHER

by Bob DiGiorgio

Embarcadero exhibit staff lost one of the best with the passing on August 18th of Ray Archer. Ray loved the ROBERT PEARY. He always worked in the diningroom, where he would lovingly tell the visitors about the PEARY as it used to be, and of Museum plans to restore it back to its original appearance. The public obviously appreciated Ray's concern for the PEARY, because donations were always well above average when he staffed.

Ray was one of the most conscientious workers. If he worked until exhibit closing he would be too tired to count the donations. But as soon as he got home, he would be on the phone to find out how much the day's total had been. Then he would ask, "When can I do it again?" He had worked three out of four weekends in the month before he died.

To honor Ray's concern for the restoration of the PEARY, a memorial fund for that purpose has been set up at the request of his family. Those wishing to contribute to the fund should send their gifts to PSRMA marked for the Ray Archer Memorial.

Ray was more than a good worker; he was a good friend to those of us who had the privilege of knowing him. We have all lost one of the best.

Ray was born in Redlands, California in 1913. He had been a buyer for the Marshall Field and Bullock's department stores. He had not been ill, but died in his sleep.

THANKS to those who worked so hard to polish up the PEARY and #1509 at the Great Embarcadero Polishing Party. The names appear in a separate article in this issue.

Thanks to our terrific staffers for May, June and July.

Ray Archer (7)
Max Miller (2)
Al Ellis (2)
Kay Montgomery (3)
Al Vartanian (4)
Pat McDonough
Bill Schneider (2)
Doris Dean (3)
Henrietta Kecskes (2)
Amelia Worthington (3)
Joe Laurent
Judy Kerr
Helen Reuter
Bill Evans (4)
Don Covington
Belden Rau

Rebecca Archer (3)
Walter Morrison
James Schmitt (2)
Dee Duncan (3)
Cecil Badman (3)
Linda DiGiorgio (7)
Eva Schneider
Dave Slater (4)
Bill Worthington (2)
Dorothy Taylor
Stan Kerr
Joe Reuter
Stan Brown
Jo Pressnall (2)
Jan Covington
L. W. Beasley

Rae Gay
Verna Eastman
Roy Pickering (3)
Bill Niedrich (3)
George Parish
Bob DiGiorgio (5)
Herb Kehr
Daniel Botkin (2)
Lea Vovakes
Harlan Hatz (2)
Frank Kearney (2)
Charles Wade (2)
Ann Mendez
Chuck Gannon
Jo Gannon

John Pfingsten
Don Pope (2)
Neva Conlon (2)
Tom Sprague
Bob Warner
Elaine Warner
Manuel Lopez
Terry Danielson
Gene Wegener
Curtis Croulet
Shirley Cook
Dave Anderson
Bob Hussey
Duane Dubke
Patricia Rau

EVERYTHING TRAINS! Gift Shop

Open Saturdays and Sundays 12 to 6 in Santa Fe Cafe-Observation Car 1509 at the Embarcadero Exhibit, Harbor Drive near Broadway. See us at La Mesa "Oktoberfest Express" train ride October 2 and 3!

NEW THIS MONTH

DINNER IN THE DINER - A cookbook of authentic railroad recipes
THOSE MAGNIFICENT TRAINS, 1983 calendar - terrific color pictures
PLAYING CARDS with a different color train picture on every face

10% MEMBER'S DISCOUNT----Show your membership card.

COME IN AND SEE our unique variety of gifts and novelties on railroad subjects, only. Phone 283-3066 for information.

MEMBERSHIP NEWS

by Tanya Rose

S.P. engineer Ron Kinum is a regular on the #3751 restoration crew. This historic Santa Fe engine, the first Northern ever made, is being lovingly brought back to life by the San Bernardino Railroad Historical Society. As you know, we heartily endorse this project. Somehow Ron also finds time to help us at Campo and recruit new members for us, this time the Stout family of Spring Valley.

Three cheers for those members who have upgraded their membership level and a big welcome to our latest members listed here.

SUPPORTING MEMBER

Michael J. & Catherine Feinstein

CONTRIBUTING MEMBERS

Steve Seidensticker
Dr. Art Robbins
Thomas M. Travis
Richard A. Lorkowski
Ken Reiter
The Bramblett Family

REGULAR MEMBERS

George Borst
C. W. Cecchi
Hal Gasner
Mrs. James Sevic
Ray Cumming
Woodward Gorse
Bob Haney
Per Harwe
Frode Eriksen
J. Hugh Graves
Joseph Imel
Thelma La Grutta
Warren D. Shipp
James K. Rocks
Bart E. Bishop
George W. Medlin
Margaret C. Barksdale
Doug Mc Kee

FAMILY MEMBERS

Bill, Denelle & Roxie Bush
Leonard & Shirlie Christenson
Ben & Shirley Druckerman
Hazel & Edward Duling
B. A. & Veronica Guthrie
Jay, Esther & Jason Hill
M. & Mrs. O. C. Ohre, Jr.
David & Emilee Redman
Gary D. & Lois L. Reed
Robin, Susan, Sallee & Jon Hood
Dick, Ann, Jim & Paul Ruppert
Orvis & Johanna Scott
Ben, Katherine, & Carolyn Stout
Raymond & Phyliss Vorhies
Perry C. & Barbara J. Scott
James L. & Leora Barnes
Tom, Carol, Andrew & Brian Whittaker
William J., Dianne G., Meredith, Marty, Michelle & Melissa Wadley
Vinton V. & June M. Fulk

IN MEMORIAM

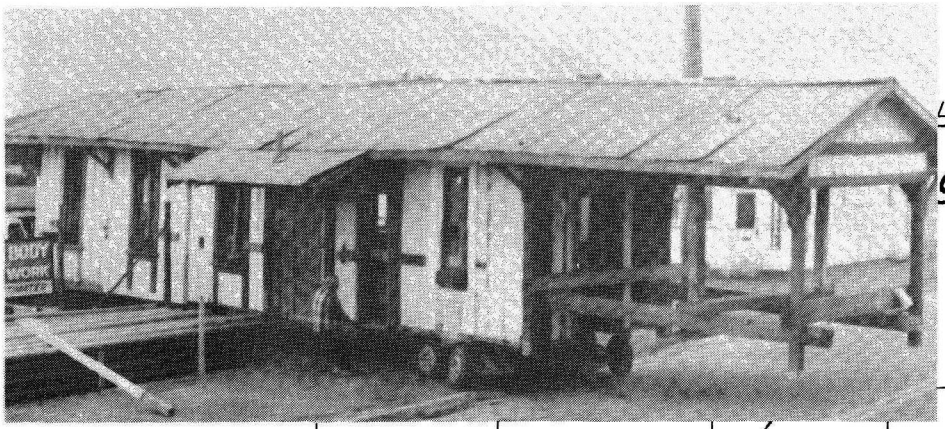
Our love goes out to Corrine Gallagher whose sister recently passed away. Also no longer with us is Ray Archer, our very urbane, very loyal long-time host at the Embarcadero exhibit. Rebecca, his sister, has requested that donations to honor his memory be made to the Robert Peary restoration and maintenance fund.

CAMPO FACILITY NAMED

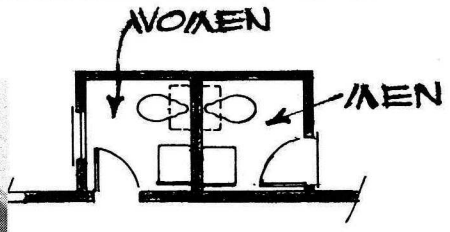
The responding members voted overwhelmingly to call our Campo facility the "Pacific Southwest Railway Museum". The results were announced at the general meeting last month. It was a landslide vote with our well known handle getting 98% of the tally.

Name recognition is important and the membership was in no mood to start from scratch again. There are twenty years behind the PSRM idea, and judging from our ever increasing correspondence, we are becoming well known nationwide by railroaders and rail enthusiasts. When the Campo facility gets rolling in the years ahead, our in-town La Mesa Depot and Embarcadero operations will become satellites of the big show 43 miles east of La Mesa, making PSRM look even more like the smartest choice. Thanks to all those members who participated with suggestions and votes in the Campo name project.

The La Mesa Depot

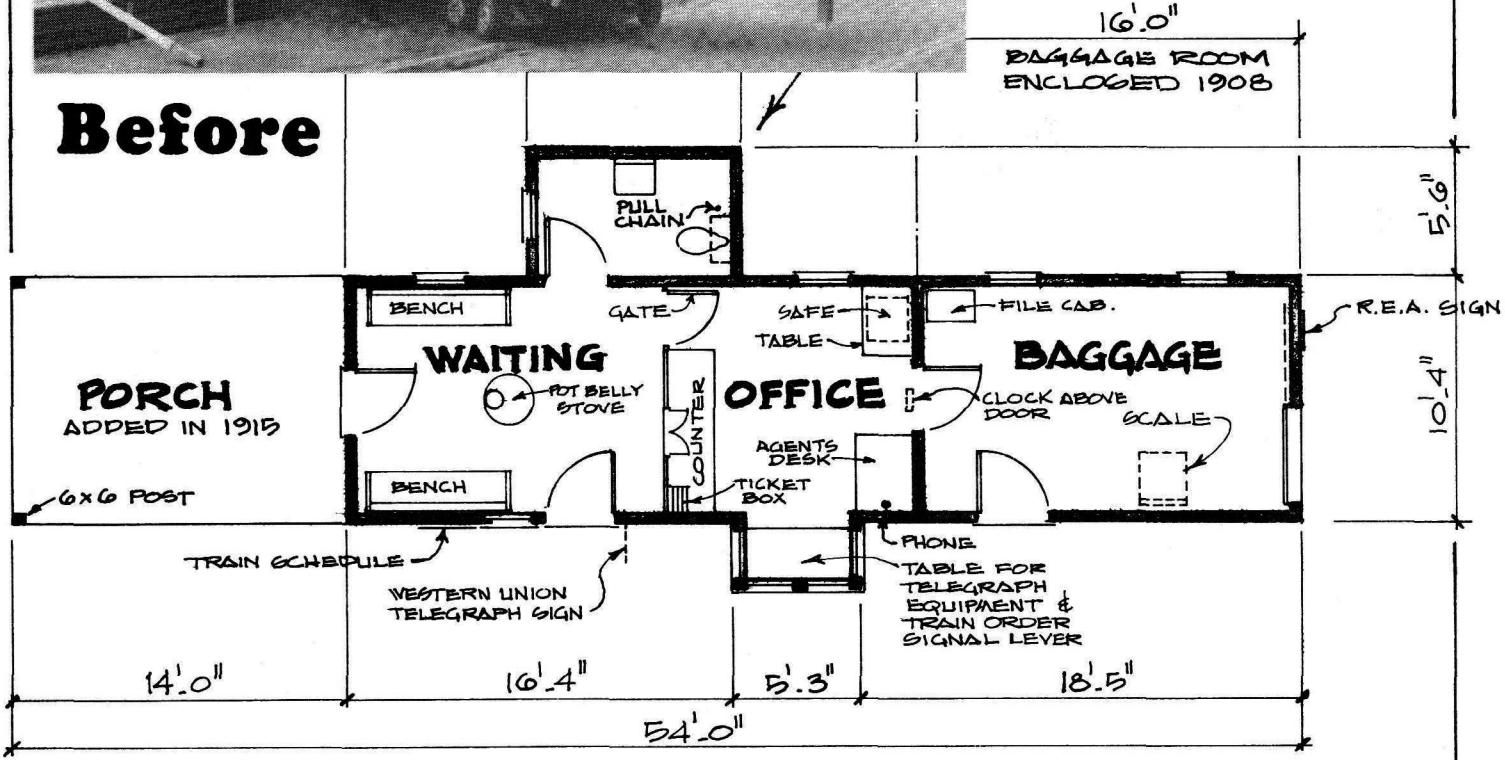


Before

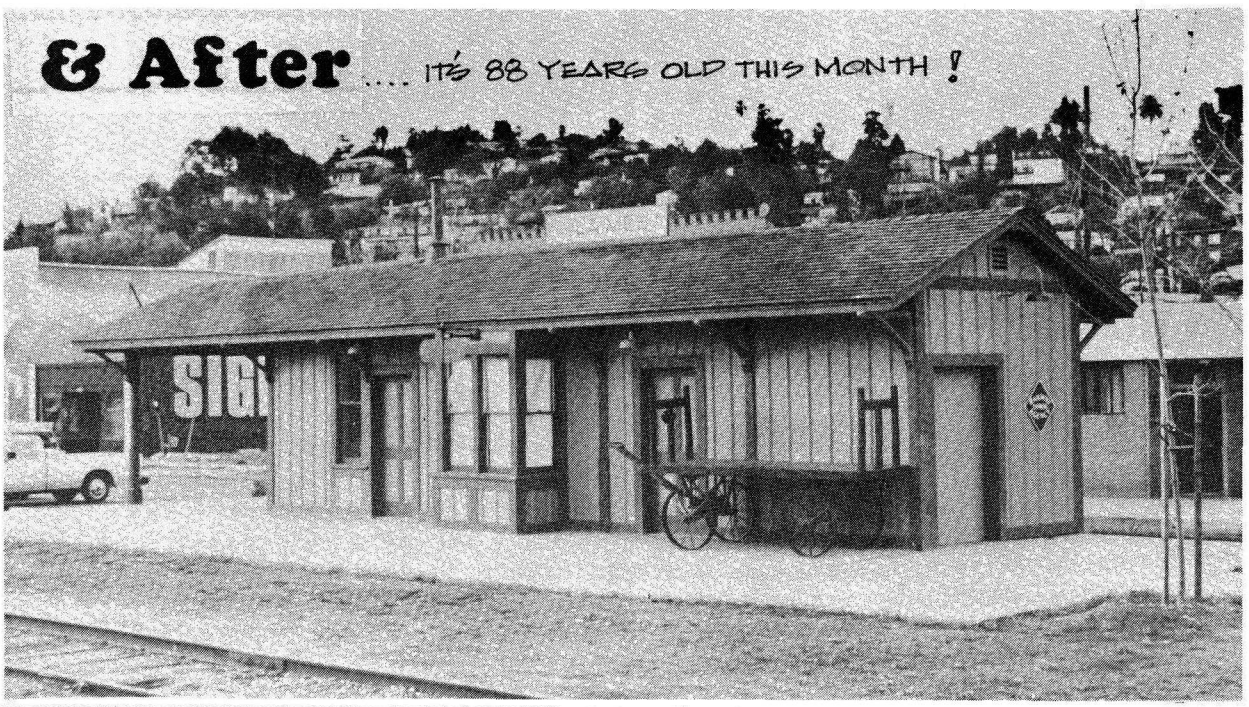


ORIGINAL TOILET PLAN

ADDITION OF 1915



& After .... IT'S 88 YEARS OLD THIS MONTH !



The Caboose Crew:

(photo by Brenda Bailey)



On the caboose, Larry Rose and Andy Pierce. From Left to right, David DiGiorgio, Bruce Biggers, Bruce Morrison, Tom Travis, Norm Hill, Jim Hamill and Bill Barbour.

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