

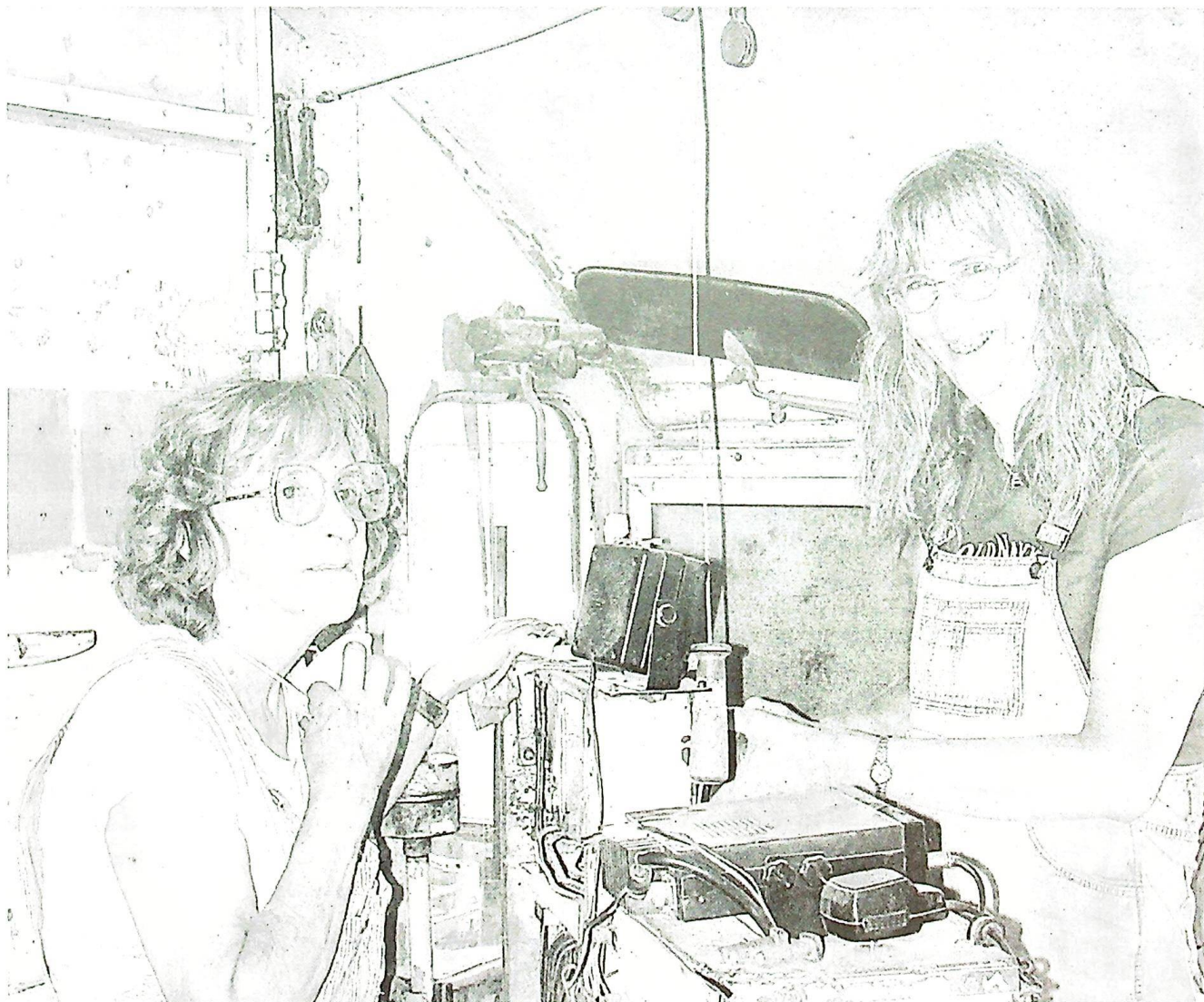


Sept.-Oct. '03

REPORT

No. 277

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



The Women of PSRM Restore the Cab of GP-9 3873

Sandy Schussler (at left) and CPA **Brenda Bailey**, the Museum's treasurer, are not afraid of hard work and have taken on the cab of our Southern Pacific "Geep" that was in sad need of stripping, sanding and a fresh coat of paint. They will soon paint the cab to match the original green factory paint color found underneath the flaking tan paint that was applied at some point during its career on the SP.

Larry Rose, Photo

Restoration Progress

By Ted Kornweibel

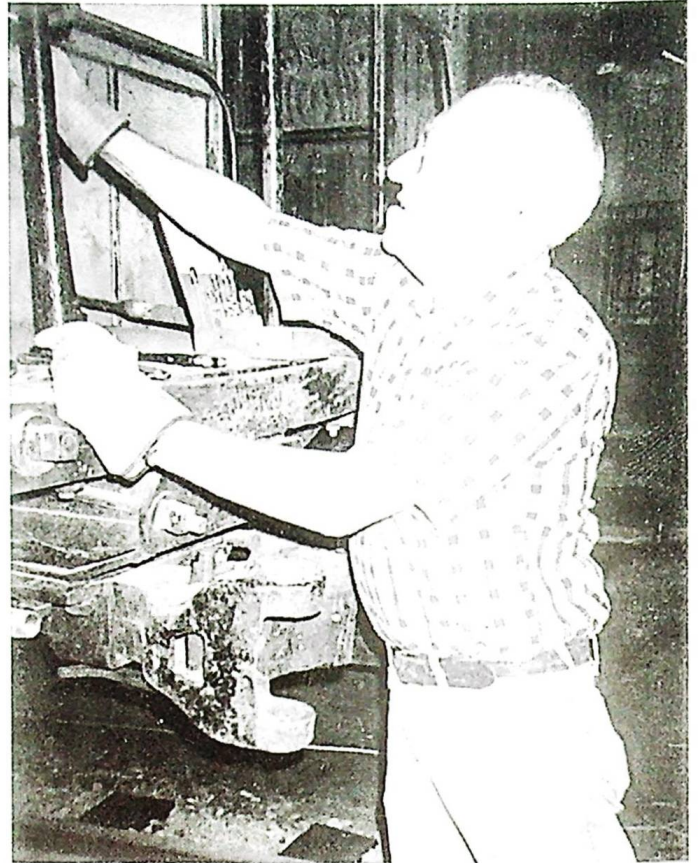
July has been one of the most productive months I can remember for Restoration. We've worked mostly on RS&S Jim Crow combine #3. **Harold Whalen**, our second "metal magician," is spearheading work on the Janney couplers, one missing a knuckle. He took both couplers apart, straightened out a bent shaft for the uncoupling mechanism, and built up its shank with welds to restore its original hexagonal configuration. Harold has also made a beautiful wood pattern for the missing knuckle and, if we can't locate an exact duplicate, we will have a foundry cast one out of steel. Needless to say, it's great to have a true expert, in both the technical but also the engineering aspect, working on this.

Joe and Troy Shelly and Ted Kornweibel have put in many hours sanding, spackling, and priming the south side of the Jim Crow car. Joe is a careful worker, and he really does a fine job. Now Joe and Ted have attacked the west open platform, and have that more than half done. At the same time Troy and Ted removed all the windows from the south side so they can be repaired, painted, and reinstalled. **Bob Schussler** did a great job of sanding the entire south-side window sill (actually spanning all of the windows), and then priming it. This was a major accomplishment. We now have the entire south side of the car sanded and repaired from the window sills down to the bottom of the car body

One of our big challenges was the rotten lintel over the baggage door on the south side of the Jim Crow car. It was attached with many nails and spikes, but Troy and Ted managed to remove it, with Troy expertly using sawzall and hand saw. During the week **Frank Stites** and Ted milled a new lintel out of a 4x8 header. Before it could be installed, however, Frank had to restore the left side support beam for the baggage door opening. It was quite rotted at the top, so he saturated it with "Rot Fix". Seven days later the formerly spongy rotten wood was hard as rock. That enabled Frank and Troy to install the lintel.

With the top of the damaged vertical member now stable, Frank used "Sculpt Wood" to recreate the top of the piece, expertly curving it to fit its quarter-

round profile. The following week Troy sanded it smooth. Once painted, no one will know how rotten and disintegrated it once was.



Harold Whalen is shown here working on the coupler release mechanism on our 117 year old Rockdale, Sandow & Southern combine. Note the missing coupler knuckle that Harold made a new casting pattern for.

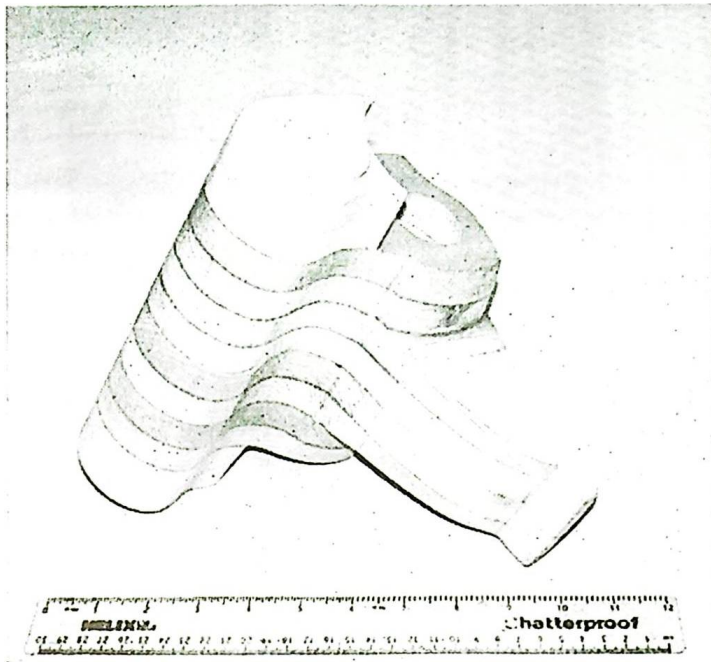
Report

The "Report" is the official publication of the **Pacific Southwest Railway Museum Association Inc.** and is the historic record of the progress of the organization. The intent is to publish quarterly until a steady funding source can be found to put it out more often. The production of this issue is funded by the editors **Larry & Tanya Rose** and Life Member No. One, **Herb Kehr** who donated generously this month. Send articles, comments, fan mail or brickbats to our La Mesa Depot address.

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Unsigned articles are by the editorial staff. Signed articles are by the opinion of the writer only. Photo credits are noted on each picture and the staff encourages everyone to take their camera with them whenever they go anywhere near the museum or any railroad. We are always looking for good photos of railroad subjects, preferably with people in them.

"Janney" Coupler Built From Scratch



This picture shows the full sized wooden casting pattern for an antique "Janney" coupler knuckle built by **Harold Whalen**. This pattern will be taken to a foundry in El Cajon to be cast and machined to an exact fit for our 125 year old old wooden combine.

Larry Rose, Photo

Engine 7285 Gets New Generator Brushes

Our trusty 80 ton locomotive known as the "Banana" because of it's yellow color, has been the mainstay of our excursion train operation for years. **Ron Hyatt**, **Dave DiGiorgio** and **Randy Houk** have been doing the weekly maintenance and discovered that the main generator needed new brushes. **Dave DiGiorgio** researched the brushes and found a source of supply. Dave then went on the Museum's internet chat line and put out the word requesting donations for forty brushes, 32 for the generator and 8 spares. The response was immediate.

Richard Pope, **Frank Stites**, **Paul Lundquist**, **Bob** and **Sandy Schussler**, **Ted Kornwiebel** and **Larry** and **Tanya Rose** dug into their wallets and put up the cash in less than a week. Dave had the brushes sent to us via Fed Ex and **Randy Houk** installed them after the last train on a Saturday night. He then load tested the engine so it would be ready for the next days Miller Creek trains. Thanks to all for a wonderful effort!

Operations Report

Ken Kahan has repaired and replaced 13 of the 14 brake valves on our ex military EMD MRS-1 locomotive, No. 1820. in the last month. The 14th valve has been very obstinate and Ken has been having a tough time getting it removed. Ken comes up during the week and services the brakes on all of our cars and locomotives currently active on our demonstration railroad or in yard switching service. Thanks Ken, for keeping us rolling!

The train crew for July and August entertained 671 weekend passengers for the period. Here is the honor roll with the number of days each volunteer worked: (Keep in mind each day is two trains worked!)

Jim Baker (4), **Robin Becker** (1), **Darrel Bivans** (1), **Roger Challberg** (3), **Dave DiGiorgio** (2) **Sherwin Dorris** (1), **Duane Dubke** (1), **Don Getz** (3), **Larry Hieshetter** (2), **Dave Houk** (1), **Randy Houk** (5), **Al Keevil** (1), **Diego Lundquist** (1), **Jim Lundquist** (6), **Sabrina Lundquist** (1), **Seth Miller** (5), **Tony Neece** (2), **Bob Nickles** (3), **Jack O'Lexey** (1), **Dick Pennick** (3), **Don Pope** (1), **Ann Ruppert** (1), **Dick Ruppert** (1), **Brian Sampson** (2), **Bob Schussler** (2) and **Frank Stites**(2).

Jack O'lexey has been our able crew caller for many years and continues to do a great job getting an operating crew put together each weekend. **Jim Lundquist** has been the "stopper" filling in at the last minute as conductor or brakeman if somebody had to back out. Our Miller Creek trains provide the Museum's main source of income and keeping them staffed and running is vital to our financial well being. We simply must keep the trains running without fail.

The mechanical troops doing the maintenance have been recognized elsewhere in this issue but one more cheer for these people in the "skinned knuckle" department won't hurt anything: **Ken Kahan**, **Bill Palmer**, **Dave DiGiorgio**, **Ron Hyatt** and **Randy Houk** have been doing the day to day wrench work. **Dick McIntyre**, (the welding wizard!) **Dick Cupp**, **Tom Walker** and **Fred Carnathan** have been working on rebuilding the hand brakes on SD&A coach 250.

Special recognition is also due **John Rotsart** curator of the **San Diego Model Railroad Museum** in **Balboa Park** for letting us use the **SDMRM** new library room to hold our operating department meetings for the last few months. **SDMRM** has also provided free storage for our most rare library artifacts that lost their long time home as reported in the last newsletter.

Concrete Floor Installed

Display Building Transformed

By Ted Kornweibel

As of this writing, half the concrete floor in the center of the Visitors Center has been laid. Soon the other half will be poured as well. How did this happen so suddenly, when for so long it seemed that improvements to the building were just too big a project for the Museum to afford?

Give credit to Restoration volunteer **Joe Shelley** for starting the ball rolling. As we talked about three months ago about how dusty the RPO and other exhibits got because of the dirt "floor" in the building, we knew that all there was in the kitty was \$2,000 from a county TOT grant. But we needed \$12,000 to do the entire center portion of the building. Joe nearly floored me (pun) when he offered, "I'll put up \$1,000 for concrete." That evening I popped the question to **my better half**, and she agreed that we would put in \$1,000 ourselves. OK, now we had \$4,000, a third of the way there. But I didn't really know if I could raise \$8,000.

But this *possibility* became a *pretty good bet* when I paid a visit to Museum Life Member and longtime generous contributor, **Col. Bill Niedrich**. Bill, too, had long wanted to see the building completed, and, soon wrote us a check for \$5,000. Wow! Suddenly we were close. We only needed \$3,000 more.

Only then did we alert the membership that we were getting close to a seemingly impossible goal. After only a few reminders, \$3,000 in contributions of rolled in from the following, in order received: **Herb Kehr; Bob & Sandy Schussler; Harold Whalen; Fred Carnathan; Roger Challberg; Brenda Bailey; Larry Williams; Corrine Gallagher; Dick & Ann Ruppert; Diana & Ron Hyatt; Barney Barnier; Dick Cupp; Larry & Tanya Rose; Rich and Sylvia Warner; George & Elizabeth Bramblett; Maurice Fennell; Tom Walker; Paul Lundquist; Brian Sampson; Mike Retz; Bruce Semelsberger;** and one donor who wishes to remain **anonymous**. So we raised \$10,000 from 25 donors. I can't tell you how much we appreciate each one of you.

Soon the second half of the center concrete will be in. What's next? Col. Bill is so pleased at the progress that he wrote another check for \$2,000, for either more concrete or electrical service for the building. Would you like to see the building finished? Wouldn't we all. You can make it happen, by emulating Col. Bill's generosity. Send contributions of any size to the Museum address, with "Visitors Center improvements" on the memo line.

Finally, the concrete would not have been poured without the mighty labors and personal contributions of **Rich Warner, Wally Barber** and **Don Getz**. These guys are hard-working BOT members with at least 80 years of construction experience between them. **Don Getz** did the layout work and critical form setting. **Rich Warner** did the fine grading and sand filling with his tractor/loader. The electrical conduit was dug in and placed just under the slab bottom level by **Larry Rose** and **Tom Meatzie**. The conduit will connect five floor outlets that will be placed in the second pour at the center line of the two part slab. Special thanks to **Randy Houk** who rounded up the special order floor boxes and brass cover plates.

Wally Barber, who is a general engineering contractor, arranged for the skilled finishing labor and concrete delivery. **Don** and **Wally** supervised the pour and finish work. Don provided and set many rolls of ten gage wire mesh reinforcing that was installed in the six inch concrete floor to insure that we could still run the fork lift in the building without cracking the slab. These same guys also set the forms and poured the foundations for our battery storage building and heavy wheel lathe at the same time. Thanks, guys, for making it happen.

Industrial Strength Parts Washer Donated

The best addition to our machine shop in years has arrived in the form of a first class heavy duty parts washer. This unit is self cleaning and comes with a two year service agreement with the manufacturer who provides the solvent and cleans out the sludge tank including proper disposal of the dirt and grease waste. **Larry & Tanya Rose** purchased this tank for \$4,100 after the mechanical department selected the desired model.

Mechanical Department News

By Larry Rose

Work continues on our Southern Pacific GP-9 as the foot troops run down each item on the "hit list" to get the locomotive fully certified to Federal Railroad Administration specifications. Even the crew toilet in the nose of the unit must be fully functional as every system is repaired and tested. The engine fires up easily and actually sounds really good. All of the electrical systems are on line with the exception of the motor for the gyrating Mars light that is being rebuilt. **Ron Hyatt** is chasing that item and **Dave DiGiorgio** is rebuilding the mechanical speed recorder.

Master machinist **Bill Palmer** built a new pilot plate for the long end, cutting it out of 1/2 inch steel plate with the help of **Scott Thompson's** new Plasma Cutter. This tool cuts through steel like butter and leaves a very clean line. The old plate was bent and messed up from an old accident received sometime in the units SP working life. The crew decided we had lived with the disfigurement long enough. Bill bolted the new pilot plate on and reattached all the hose fittings and cut levers. Then he painted everything gloss black.

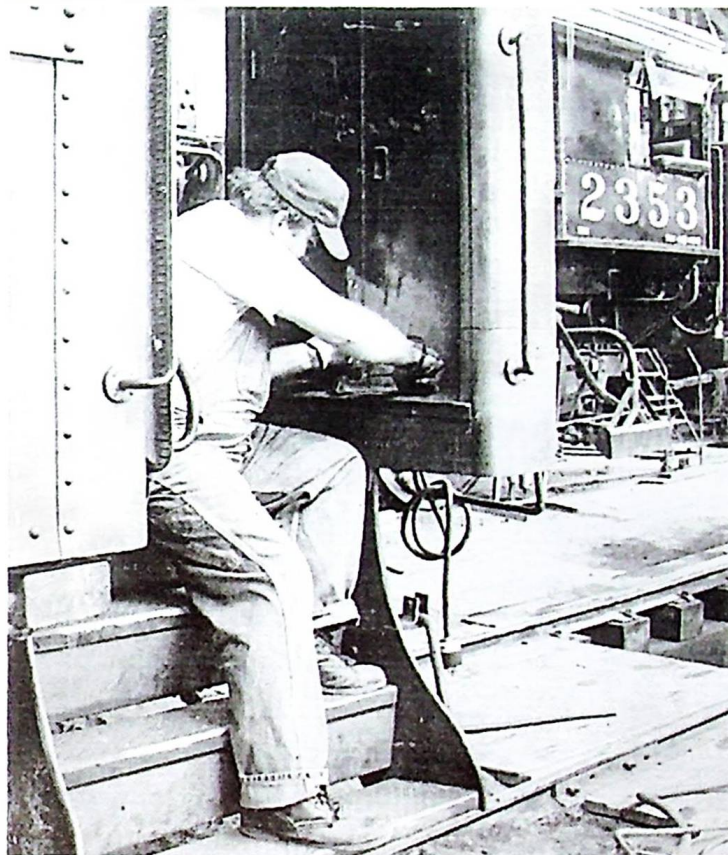
The cover photo on this issue shows what **Sandy Schussler** and **Brenda Bailey** have been up to in the cab of the Geep. They have scraped and sanded every surface in preparation for painting the walls and ceiling. The control stand has been the most difficult item to work on because of all the switches and gauges in the way. These will be carefully masked off when it's time to paint. The original "SP "Cab Green" paint was found under the peeling tan paint that the engine received somewhere in SP land years ago. **Larry Rose** has secured and donated custom matched enamel and primer for the job ahead.

A persistent air leak on the GP-9 was hunted down by **Bill Palmer** and repaired. It was feared that an entire new section of piping would have to be replaced but the leak turned out to be just a loose fitting that had been in service that way since who knows when. As it turned out it took longer to find the leak than to fix it.

On another front our ex-Erie Lackawanna commuter coaches have been receiving maintenance attention in several areas. **Ron Hyatt** is organizing the work. These cars have been in constant service on our SD&A Railway since 1986 after many decades in hard daily commuter service before we got them for scrap prices in 1984. We have six of these cars and rotate them in and out of service as required, the normal train length during the summer being two cars. **Dick McIntyre**, **Tom Walker** and **Fred Carnathan** have been working on a worn out hand brake on coach 250. These guys have also removed some seats in preparation for the installation of the "Microphore" toilet purchased with

an electronic "passing of the hat" via the museum's internet chat line, and retrieved from the Baltimore area by **Dave DiGiorgio**. Painting and lettering is the next thing to be done to this 84 seat coach before it is returned to service.

Coach 350 has been treated with a rust inhibiting coating by **Jim Lundquist**, **Tom Meatzie** and **Jack O'Lexey**. The car will be painted soon in traditional Pullman Green. This will be the first SD&A car painted at the museum in ten years. **Jim Lundquist** and **Larry Rose** will do the painting and have set up scaffolding on track ten that will become our regular painting area for the near future.



Ron Hyatt is shown here repairing some rust damage on our ex Erie Lackawanna commuter coach No. 250 as it sits on track 12 in the car shop. To the right is our locomotive inspection pit. **Larry Rose**, photo

In other news, the little 1946 M-19 motor car restored 16 years ago by **Joel Cox**, **Larry Rose**, **Harry Hurry** and **Ken Helm**, in Larry's garage, was fired up for the first time by **Tom Meatzie**, **Dave Houk** and **Dave DiGiorgio**. This ex-ATSF antique was taken on it's first joy ride up the track as part of the festivities of the monthly BBQ for the volunteers held near the car shop. Everyone was treated to a ride as "all work and no play" is not part of the Campo museum experience. The spotless little putt-putt had been stored for years in the library store room at the Santa Fe depot in San Diego. It came to light during the forced move of the library reported in the last newsletter and was hauled up to Campo by **Larry Hieshetter** on his special trailer.

PSRM SUED BY SWEETWOOD

Champion Marine and Diesel, of 8929 Gardenia Way, Lakeside, CA, 92040 (same address as Carrizo Gorge Railway) filed a lawsuit naming the Museum as a cross defendant, demanding \$2000 in payment for an over due freight bill. The Museum was informed that Gary Sweetwood's father runs Champion Marine. (Gary is president of CZRy) There was no attempt at communication with the Museum prior to Champion filing suit. We began to look into the nature of the claim and found out the following information, to the best of our knowledge:

1. The Museum's old Board entered into an agreement to sell three passenger cars from the Museum collection to Carrizo Gorge Ry (CZRy) a few years ago.

2. One of these cars had bad leaf springs.

3. Someone contacted the Union Pacific Railroad using the Museum's name and solicited the donation of springs for this car now in the possession of CZRy.

4. A freight company was contracted by the Museum to transport these springs from Omaha to Campo. Carrizo Gorge Railway offered to pay the estimated shipping charges of \$450 through Champion Marine, one of the Sweetwood companies. The original shipping request was modified to show Champion as the party to be billed.

5. While in transit, the load was weighed. It was found to be more than twice the estimated weight. The bill was adjusted up to reflect the actual weight.

6. The springs arrived in Campo and CZRy transported the springs to Jacumba when they relocated their base of operations there after moving out of the Museum's yard and grounds soon after the new Board took office.

7. The springs were found to be useless, as they were used coil springs and not leaf springs so they would not fit the CZRy car.

8. According to the freight company, several attempts to collect the additional costs from Champion were unsuccessful. The freight company turned the debt over to a collection agency, which sued Champion Diesel for payment. With the collection costs and back charges, the bill was now around \$2000.

9. After several months, CZRy hauled the springs back to Campo. Two Board members helped them unload the springs. The nature of the springs deal was still unknown to the new Museum management at this time. CZRy did not tell museum of their subsidiaries plans to name the Museum as a cross defendant even though weekly meetings were in progress at the time between the two parties.



Coach 350 Painted

Open air coach 350 gets a coat of gray two part epoxy primer applied by Museum President **Jim Lundquist** after several weeks of preparation. **Larry Rose** played the tag team bit on this job that took two guys ten hours to complete. This 80 foot heavyweight is the most popular car with our train riders in the summertime. The dark spots are made by a special rust attacking clear finish that was applied after the worst of the surface rust was sanded off. **Jack O'Lexey** and **Tom Meatzie** helped with the rust inhibitor treatment. This is the first paint job applied on our SD&A equipment since the cars first went into service eighteen years ago. The six ex Erie Lackawanna commuter cars will be the next in line. A painting area has been set up on track 10 near the paint locker.

Larry Rose. Photo

10. The Museum learned of the suit when president Jim Lundquist was served with the papers at his home while eating dinner with his children. Champion claimed that the springs belong to the Museum and the Museum should be responsible for the additional transportation costs.

11. The Museum investigated the suit and determined that we had no liability for the costs. We asked Champion Diesel and Sweetwood to remove us from the case. They declined. The original \$450 freight payment by Champion was "just a donation" Gary Sweetwood was quoted as saying.

12. The Museum found that defending itself by hiring a lawyer to fight the action, as required by the State for corporations, would cost much more than the claim. Insurance was not applicable because of the high deductible.

13. The Museum purchased the debt from the collection agency for \$2000. The Museum retained the right to try to collect the debt from Champion Diesel and Sweetwood at a future date if we so choose.

This action happened in the middle of a series of weekly meetings between the Museum and CZRy to negotiate cleaning up oil soaked dirt left on the Museum grounds by CZRy engines, repair of damage to Museum cars done while they were being used by CZRy, disposition of the sand pile left in the Museum's parking lot and other issues. The surprise suit cast an instant pall over the negotiations and they were soon discontinued amid an atmosphere of extreme mistrust. CZRy had agreed to repair the equipment and clean up the hazardous waste. It's now months later and nothing has been done.

Greetings From the New Caretakers at PSRM, Campo

I would like to pass along a thank you from Gwyneth and I for all the help we have received since arriving in Campo. While I would like to thank each individual, the list would be huge. So a general word of "thanks" will have to suffice.

Just a few things I would like to mention. If you come to Campo during the week to work, please stop at our site to make us aware you are on the property. A few folks have had their work interrupted when we finally found them. Also please make us aware of when you leave.

When you come through the entrance gate, please close it after you have driven through. If it was locked, please re-lock it once you are in and when you leave. During the week we keep the gate closed and locked unless prior arrangements have been made.

The gift shop has been thoroughly cleaned and rearranged. Stop by to see our new look. If you are a musician or a ham radio operator stop to play some tunes or talk ham radio. Both Gwyneth and I are hams, KT4ET and KC5TXD. You are more than welcome to stop by to say hello, but Hiram will expect to have his head rubbed.

Bruce & Gwyneth Palmer and Hiram the Wonder Dawg (A small pup but with a high testosterone level!)

Editors note:

Our new caretaker, Bruce Palmer, plays guitar, and acoustic bass and fit right in to our impromptu hillbilly music jam session that happens at our monthly volunteers BBQ at Campo. Ted Kornweibel plays autoharp and banjo, Frank Stites plays banjo, Larry Rose plays fiddle, guitar and mandolin and Tanya Rose rounds out the group playing guitar, and autoharp and singing lead. Old time train songs and traditional bluegrass music is the normal fare. Jack O'Lexey and Ron and Diana Hyatt have been providing the chef duties at our monthly Saturday night pot luck gatherings. A joy ride on a motor car with Dave DiGiorgio is often part of the festivities. All members are invited to come out to help with projects and then stay for the music and camaraderie.

Museum Paperwork Gets New Look

All of PSRMA's paperwork, from brochures to membership cards, has been redesigned as the older material has been used up. This has been a major undertaking by Publications Director **Larry Rose** and his able assistants **Tanya Rose** and **Dick Pennick**. The first item redone was stationary and envelopes to reflect our new (old) address at the La Mesa Depot. As was reported in the last newsletter, getting our library kicked out of the Santa Fe Depot caused a lot of things to happen down stream, not the least of which was that the museum operating paper was suddenly obsolete. As you have noticed we are phasing out using SDRM in our headings as none our facilities are now located in San Diego. Our legal name, PSRM, fits our current status and has a more regional sound to it as our founders intended. This also cleans up the massive confusion of names we have had, till now, with the San Diego MODEL Railroad Museum in Balboa park.

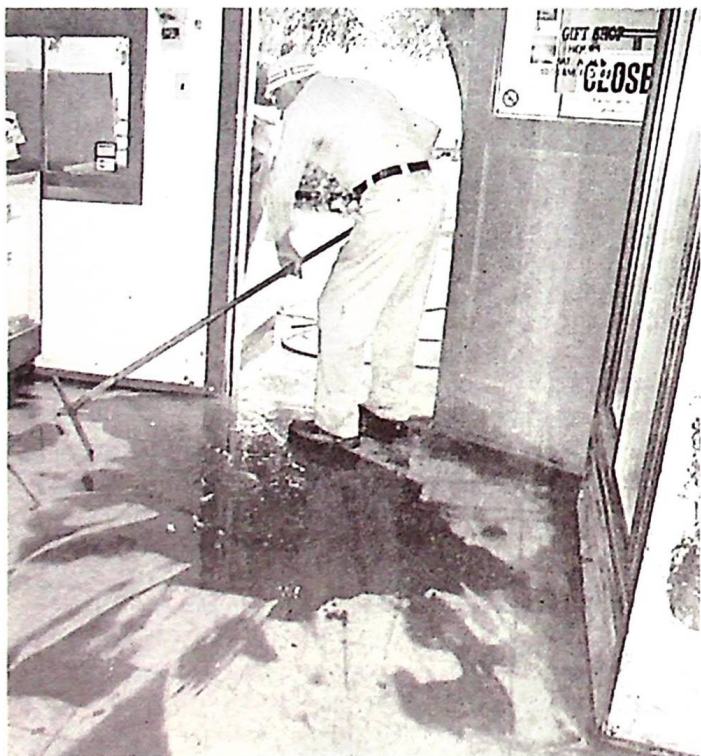
Dick Pennick stepped up to redesign the Museum's standard brochure with attached membership application. The membership cards, SD&A passes and Campo train ride tickets have also been redesigned by architect **Larry Rose** who designed the Museum's logo back in 1975 along with the masthead for this newsletter and that of our sister publication Hot Scoop. The cost of all this new printing has been borne by **Larry and Tanya Rose** with a fat donation from **Bob and Paula Pearson**, owners of **Trans America Printing!** Bob and Paula are music buddies of the Roses and are our newest members. Thanks people, for a splendid effort!

Campo Depot Flooded

A severe thunder storm dumped two inches of rain on the Campo area in less than an hour during the week in early August. The run off from the hills around the museum happened so fast that the meadow in front of the depot turned into an instant lake and the drainage ditches under the track backed up. The water found a way out by going down between the rails right at the depot carrying sand and debris with it. For the first time in memory two inches of water and mud found their way inside.

The deluge stopped right away but the damage had been done. Lucky for us, **Tom Walker, Fred Carnathan, Dick McIntyre, Rich Warner** and **Ken Hanson** happened to be nearby and immediately started to shovel out the mud and squeegee the floors. They did a fine job and started fans running to dry the place out.

A few weeks later our new caretakers, **Bruce and Gwyneth Palmer** polished the floors and cleaned mud from under the counters and Coke machines. They also straightened up the merchandise displays and scrubbed the shelves. Be sure to stop by the depot on your next visit to the museum to meet them and see their great work. What flood!?



Tom Walker is shown here sweeping the mud out of the Campo depot. Water and mud reached two inches deep in some rooms. This was a nasty mess to clean up but thanks to Tom and friends the depot ended up cleaner than it has been in years! **Ken Hanson, Photo**

Old Caretakers Trailer Removed

Our decrepit old trailer on the hill, home to many caretakers over the years, has finally been removed: a piece at a time. Over the course of several weeks, the old mobile home was cut apart and placed in a large industrial dumpster but not before all useful parts were salvaged for use elsewhere on the museum grounds. Leading the charge were **Jim Lundquist, Tom Meatzie, Rich Warner, Tom Walker, Fred Carnathan, Ken Hanson** and **Larry Rose**.

The kitchen cabinets and counters were fairly new so they were saved by **Tom Walker** and **Fred Carnathan** along with a large hardwood book shelf a jacuzzi type bath tub and the water heater. **Rich Warner** and **Larry Rose** installed most of the cabinets and the salvaged counter top in the kitchen at the car shop. Other salvaged items were stored in the SD&A section house. The site was cleaned of debris and bladed smooth by **Rich Warner** and his tractor To get ready for our new caretakers who moved their snazzy "fifth wheel" RV on a week later. **Bruce Palmer** hooked his own rig up to the existing utilities and was set up in a few hours.

Grounds and Facilities Clean Up

Piles of trash in the "North Forty" have been accumulating over the years and weeds have popped up everywhere to make our grounds look like the City Dump. **Tom Meatzie, Rich Warner, Jack O'Lexey** and **Ed Duling** decided to do something about it and began filling up the dumpster and whacking the weeds starting next to the car shop. Tom found a power weed whacker that had not been used for many years and rebuilt it in a few hours. He fired it up and blasted all four sides of the shop. Ed chipped in and cleaned up everything in and around the grounds keepers store room. Jack sprayed "Round Up" weed killer all over the yard to follow up. Jack and Ed also filled up three hazmat containers with oil soaked dirt. The boxes were loaded on the removal services truck by **Tom Walker**.

Inside the shop building, our Membership Director, **Tanya Rose**, cleaned up the wood shop, filling several trash cans with years worth of accumulated sawdust and wood scraps. She put tools, screws nails and supplies away and straightened up the wood racks. She also mucked out the toilets as she usually does. **Ray Lethbridge** came up to service the members Coke machine as he does once a month and cleaned the lunch room from top to bottom. **Dave DiGeorgio** serviced and repaired the ice machine that is vital to our survival during the hot months. A new back door and frame for the lounge was purchased by **Jim Lundquist** and installed by **Larry Rose**. Larry also purchased and installed a new push button cyber lock set on this door. He had to construct a new stud wall next to the door with new drywall and exterior plywood. Jim furnished and applied the paint to this door and all the doors in the building except those in front of tracks 12, 13 and 14.

Thanks people, for showing the kind of initiative that the PSRMA volunteer troops are famous for.

La Mesa Depot Open and Staffed

By Dick Pennick

Our 1894 La Mesa Depot museum, in downtown La Mesa, has been open and staffed by museum volunteers since June fifth and it looks like this will continue through the end of the year. The depot is open Thursday evenings, through August, from 6:00 PM to 8:00 PM and on Saturday afternoons from 1:00 PM to 4:00 PM. Sunday afternoons were tried but but few visitors came by so this was discontinued. Saturdays seem to be the best time to attract visitors. The adjacent Southern Pacific caboose has also been open to visitors, staff permitting.

Response to my appeals for docents has been encouraging, with eleven members so far taking their turns at this relaxed, fun, close-in promotional activity. We could still use more docents so if you would like to take a turn talking to the locals about rail history, call **619-463-2276** and get on the list. All the training and information you will need will be provided. Here is the honor roll of docents who have been showing off our award winning depot: **Betty Conklin, Sherwin Dorris, Duane Dubke, Corrine Gallagher, Dick Pennick, Mike Retz, Sid Saltstein, Sandy Schussler, Bob Schussler and Bruce Semelsberger.**

The La Mesa Depot was painted last fall by the La Mesa Kewanis Club with a paint donation by **Larry Rose** and it really sparkles! It is City of La Mesa Historic landmark No. 6 and is the oldest commercial building in town still on it's original site. Added to this I recently discovered a very rare photograph of the station agent sitting at his telegraph desk in the operators bay. The picture, apparently taken through an open side window, shows the position of the Morse "bug," sounder, clock and the usual compliment of paperwork. The photo appeared on page 61 of the February, 1940 issue of Railroad Magazine, forerunner of today's Railfan & Railroad Magazine. An attempt will be made to digitally enhance the course grained illustration and display a framed copy in the depot.

Recently, several interpretive items have been added to both the depot and to the caboose interior. A pad of Western Union Telegraph blanks is again part of the depot "clutter." Additional items such as SD&A waybills and switch lists, etc. will be added soon. A framed copy of the cover of a 1941 issue of railroad Magazine, which just happened to feature a painting of a typical day in the life of a freight crew, has been added to the wall of our caboose. This magazine was read by many working railroaders and and it wasn't unusual to find a copy in an engineers grip or cab seat box, appropriately anointed with greasy fingerprints. Nearby, two second hand trainman's jackets also hang on the wall, the result of scavenging the local Salvation Army and now it's looking more like a real working "shack."

Sad News Department

By Mike Retz

Two of the museum's long time members, and veteran railroaders, have passed away since the last issue of the newsletter. **Leonard Lovett**, Life Member No. 126, Left us in June and **Maurice "Maury" Fennell**, another Life Member, passed away in August.

Maury Fennell was born in Kansas City where his father and several relatives worked for the railroad. He wanted a railroad job too but his eyes weren't good enough to pass the physical. His dad died when he was eleven and his mom moved the family to San Diego in 1940. He joined the Navy in the late days of W.W. II and served in the Korean War. Maury retired from the Navy in 1969 as a Master Chief after a long career serving his country.

Maury realized his railroading dream by way of the museum at Campo where he served as a conductor and engineer on our excursion trains for many years. When failing health caused him to give up his volunteer railroad jobs he still came out to Campo to visit old friends and ride the train.

Leonard Lovett was born in of Hawkins, Texas, in 1920 and worked for the Southern Pacific Railroad firing steam locomotives until joining the Army in W.W.II. After the war he moved to Imperial Valley and got a good job with the Imperial Water District as a heavy equipment operator. He retired after a 40 year career with the district.

Like Maury, Leonard was a regular volunteer on our Miller Creek train crew. He was also the museum's time keeper as one of his hobbies was collecting and restoring old railroad watches. He repaired and certified watches for our crew for years. **Dick Pennick** and **Mike Retz** attended the graveside services in El Centro and both spoke to the gathered mourners about Leonard's love for trains and the museum.



Maury Fennell with his grandson investigate the running boards of one of the museums tank cars. Do all railroaders get their start like this young lad? Look for another Fennell at Campo soon!



ALL ABOARD!

Lend a Hand!

Rally 'Round!



It's a new beginning. To get us on the right track, we are in need of a make over, renovation, or just plain fixing up. Our SD&A consist (the string of cars we use) for the Miller Creek run and other special events have been without tender, loving care for years. Our SD&A cars have not been painted since 1985 and they are faded and ratty looking. Elsewhere in this issue of our newsletter the beginning of this process on car 350 is reported. Board members **Jim Lundquist** and **Larry Rose** are funding and doing the work on this car themselves. They could really use a little help from the members for the car painting projects and other much needed projects as well.

We need to finish the work on our display building. The concrete floor work is well underway with more than \$12,000 raised thanks to a big jump start by **Bill Neidrich**. Passing the hat among the regular Campo volunteers raised most of the rest of this but we need to spread the load and lighten it a lot. The electrical sub panel and lighting needs to be done next. A warm and willing body on site at Campo is the best help of all but those that can't get out to the ranch can help a bunch by sending cash earmarked for the following projects with their funding targets.

SD&A Car Refurbishment (8 cars at \$1500 each).....	\$12,000
Display Building Electrical Work.....	\$60,000

There are other projects in the works but these two are already well under way and we need to tackle them one at a time. The display building project has dragged on for years and only cash can compress time. A contractor can do the electrical project in a month. The car painting is best done by our own volunteers to preserve historic context but they need your support. All funds collected and disbursed will be reported to the Board of Trustees at a regularly scheduled meeting, and the net profits of this fund raising activity will be deposited into the restricted bank account for use only for these projects. We can get started with only 10% of the goal but we all have to follow through to get to that light at the end of the tunnel. An envelope is included in this issue for your convenience.

A group of members has been formed to come up with ideas on how to secure funds and get the jobs done. Anyone with an idea is encouraged to contact them. The Fund Raising Committee:

Ann Ruppert, Dorris Zsutt, Brenda Bailey, Ed Duling, Corrine Gallagher, Randy Gibson, Dick Pennick, Rita Cloud, Don & Elaine Getz, Terry Clark

Thank you for your support! If you have any questions, please feel free to call:

Corrine: 619-287-2417 Ed: 858-278-3785, Elaine: 619-465-9852 Rita: 619-444-3850.

Make checks payable to: **PSRM - 4695 Nebo Drive, La Mesa, CA 91941**

LEONARD DALE SALISBURY SD & A/SD & AE Locomotive Engineer

August 3, 1907 - November 14, 2002

A Tribute By Dick Pennick

East of Seeley, a station and farming community on the San Diego & Arizona Eastern Railway between Plaster City and El Centro, the track roadbed had a severe case of "Athene cunicularia". But, to be fair, cunicularia was only part of the problem. Although the name sounds like a virulent jungle disease, it is the scientific name of a species of North American burrowing owl, common to the western half of the U.S. and particularly the southwestern deserts. This owl never digs its own burrow, but instead lets the local ground squirrels or prairie dogs do the "grunt" work. When the burrow is no longer needed by the original excavators, Mr. & Mrs. Owl move in.

On this particular Imperial Valley afternoon, veteran SD & AE engineer Leonard "Salty" Salisbury, his fireman Leroy Holzman, and conductor Don Little were piloting #452, the daily eastbound freight, with 80 cars including several reefers loaded with fresh celery. In a few minutes, they would deliver their train to parent S.P. at El Centro, tie up, go for beans, and get the required rest before herding tomorrow's westbound #451 back to San Diego.

A local farmer had overflowed his field with irrigation water on both sides of the single track for the past couple days. Historically, what ballast there was under this stretch of track - and most of the remaining 140-odd miles of this S.P. step-child for that matter - was decomposed granite or other native, locally-available and cheap material. The excess irrigation water had found its way into the owl burrows in the track embankment, and by the time Salty and his six-axle RSD-5's arrived, the roadbed was pretty soggy. As the heavy locomotives rolled onto the spongy track, they suddenly began to rock violently from side to side like a kids' carnival ride. A veteran of many such situations on this mountain railroad, Salty "big-holed" the brakes and the head brakeman was poised to "join the birds". By the time the train came to an emergency stop, the locomotives were miraculously still on the track but many of the celery cars had derailed. Fortunately, the derailed cars stayed coupled together and in a straight line. The old Harriman combination car (#174 or #175) being used as a caboose at the rear, stayed on the iron, to the relief of conductor Little and his rear brakeman. The crew had survived another day on the "Slow, Dirty & Aggravating"!

Leonard received his final orders from the Great Dispatcher on November 4, 2002 "with rights over all trains". He was 95. He passed away at Valley Lutheran Hospital in Mesa, Arizona, not far from his Apache Junction home, from heart failure due to complications of asbestos-related lung disease. Leonard was cremated the following day, November 15th, the 83rd anniversary of the completion of the San Diego & Arizona Railway in 1919.

He hired out on the 6-year old SD & A at 17 as a Machinist Helper at the gas-electric car terminal at the foot of 'B' Street, across Kettner from the new Santa Fe station in San Diego. His job was to help keep the problem-plagued second-hand G.E. cars running. He finally got his chance for engine service in the fall of 1925, beginning his student trips not long after his 18th birthday. He went firing on December 15, 1925, working passenger trains on the branch line to Lakeside, freight on the Coronado and Chula Vista branches and the Main Line to El Centro. He was finally promoted to engineer in January 1943 during the hectic days of WWII, at 35 the youngest engineer on the SD & AE.

When he eventually made his final run and retired from the railroad on July 25, 1973, he had fired or run every steam engine on the SD & A/SD & AE roster from #1 to #106, including the Museum's #104, many SP Moguls and Consolidations, and most of the SP 2300-series Ten-wheelers used on the line, from #2314 to #2384, including our #2353. He also worked for short periods on several SP divisions, hosting or firing a variety of engines including the big GS 4-8-4's. He had served as chairman of Local #515, Brotherhood of Locomotive Engineers, for 30 years.

When the San Diego Railroad Museum was completing restoration of its big Ten-wheeler #2353, Leonard was invited to provide his expertise, joined by his long-time friend and former SD & AE fireman Richard Dick, to train our initial steam engineers and firemen in the fine art of steam locomotion. In his 80's by this time, and 40 years after he had last sat at the throttle of a working steam engine, he was as comfortable in the driver's seat as he would have been on his living room sofa. Twenty-five years of steam experience instantly returned for one final hurrah.

On February 9, 2003, a Museum crew consisting of engineer **Dick Pennick**, conductor **Robin Becker**, brakeman **Brian Sampson**, and steward **Seth Miller** pulled the ex-AT & SF observation car #1509 and 35 of Leonard's friends and family on the rear of Trains 4/5, the regular Miller Creek turn, as a tribute to a fine gentleman and one of our own. On the return to Campo, in the vicinity of the former Clover Flat passing track, engineer Pennick began an extended set of mournful whistle tones as family members on the rear platform of the #1509 paid their last respects to "Old Salty Dog". It was a very emotional experience, for the crew as well as for the family.

The Museum and all of Leonard's friends on the Steam Team crew extend their condolences to his wife, Fern, and other family members. The Salisbury family has made a \$500 memorial contribution to the 2353 Steam Locomotive Fund. Any member who would like to make a memorial contribution in Leonard's name to this fund should make the check payable to: "PSRM - 2353 Fund" and mail to the Museum c/o Dick Pennick, SteamTeam Fundraising Coordinator, 9584 Upland Street, Spring Valley, CA 91977-2834. All such contributions will be used to help return engine #2353 to service on Leonard's home railroad, and are tax-deductible to the fullest extent permitted by law. All contributions will be acknowledged and tax receipts will be provided.

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MEMBERSHIP NEWS

by Tanya Rose

We mark the passing of several of our members and welcome others into our ranks. We are grateful for all who have left us and those who are just now joining the museum. I have been touched and impressed with the gracious, warm letters of support which I still receive with the renewals and donations. All your letters enrich my day and make this job most enjoyable. Although I have not personally met most of you, it is nice to know you are out there lending your help with keeping us going. I have the pleasure to introduce our newest members, which include **Bruce and Gwyneth Palmer**, who now run our gift shop and are the caretakers at our Campo facility. Welcome to each and every one of you!

Edward R. Etzkorn

Janaya Prokupek

Harold B. Whalen

Bruce & Gwyneth Palmer

Nancy L. Slaff

Dawn Shaffer

Jerry Lester

Remember to check your REPORT label to see when you are due to renew. If your place of employment has a matching grant program, you might want to take advantage of this. One heads up member renewed and *doubled* the amount he was able to send us by doing this very thing!

Name _____ City/State _____

Address _____ Telephone _____ E-mail _____

Mail to: Pacific Southwest Railway Museum, La Mesa Depot, 4695 Nebo Dr., La Mesa, CA 91941

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