

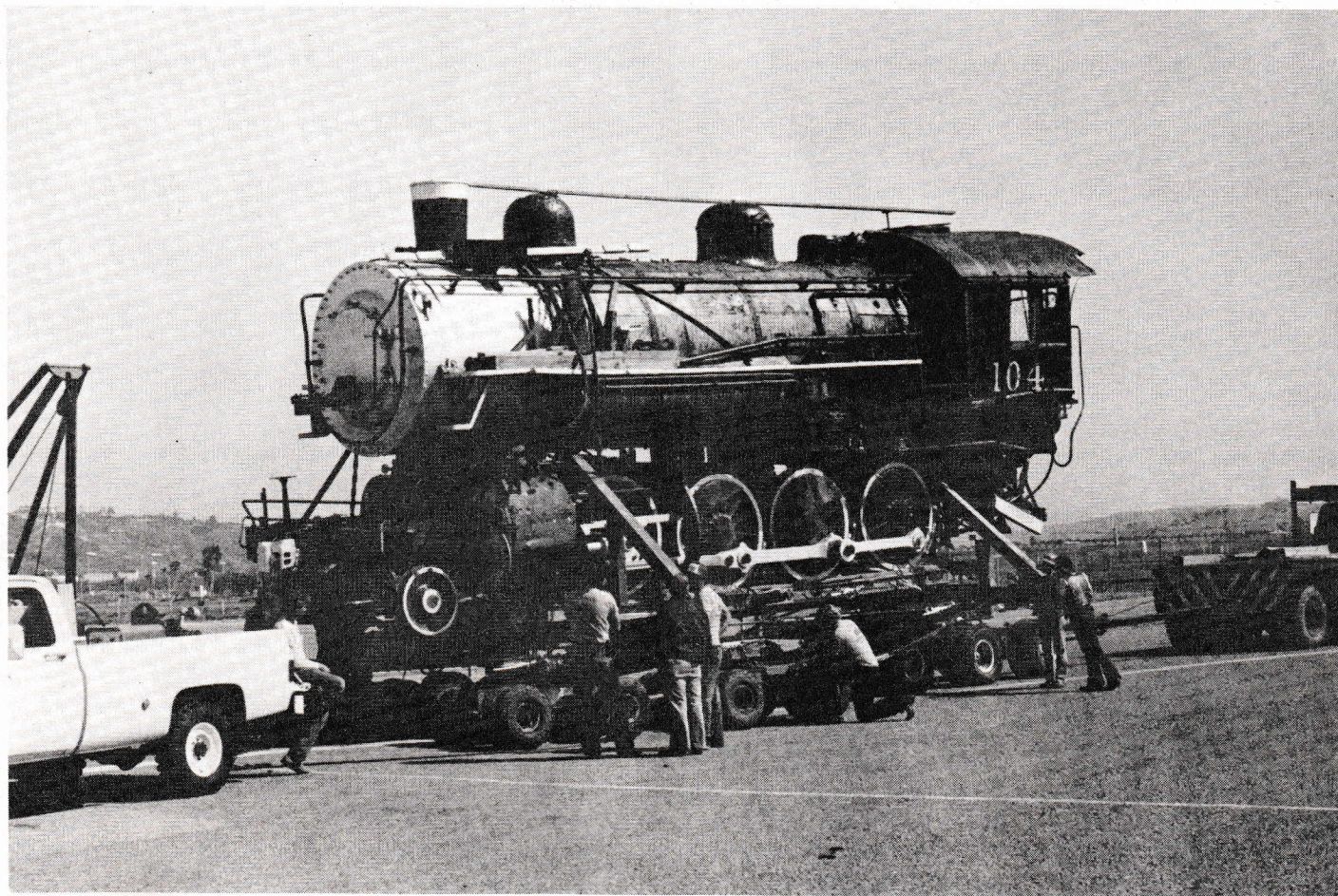


Jan. Feb. '83

REPORT

No. 184

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



ON THE ROAD AGAIN !

PSRMA moved a locomotive and four cars toward our home in Campo in the space of two weeks in February. By far the toughest of the moving projects was getting 100 ton locomotive #104 out of the Del Mar Fairgrounds, where it has been isolated for 27 years, and back on to rails that will take it over its old stomping grounds to our Campo shop and a complete restoration. The 1904 Baldwin product is shown here on a special cradle of house moving dollies on its way to a Santa Fe siding at the Solana Beach Lumber Co. Its been the big move month for PSRMA and all the details are in this issue of REPORT.

104 & 050 ROLLING HOME TO CAMPO

San Diego's only surviving native steam locomotive and private car are out of the fairgrounds and poised on a siding in Solana Beach waiting move orders that will send them on their way at last to a bright future of tender loving care at our museum in Campo. The story of the move was carried on all local TV stations and was well covered in most local newspapers, a great show and super publicity for the museum.

After months of careful planning and cost studies by museum President Jim Lundquist, the engine and car were lifted from their fairgrounds plot and trucked north about a mile and a half on February 15th and 16th. A pair of 100 ton cranes followed along and set them down on the lumber company spur where a swarm of PSRMA foot troops went to work hooking up and repairing brake gear to get the equipment ready for the eighty five mile roll to Campo.

Even before the move, several air line leaks were repaired by Ken Helm and Larry Rose. The museum air compressor got a workout as this pair, assisted by Joel Cox, methodically found and silenced each tell-tale hiss. At Solana Beach, the brake rigging on #050, which had been cut with a torch twenty seven years ago, was welded back together by Dick McIntyre. The hand brakes were also unfrozen and hooked up by Dick with Ken Helm and Ron Hyatt helping.

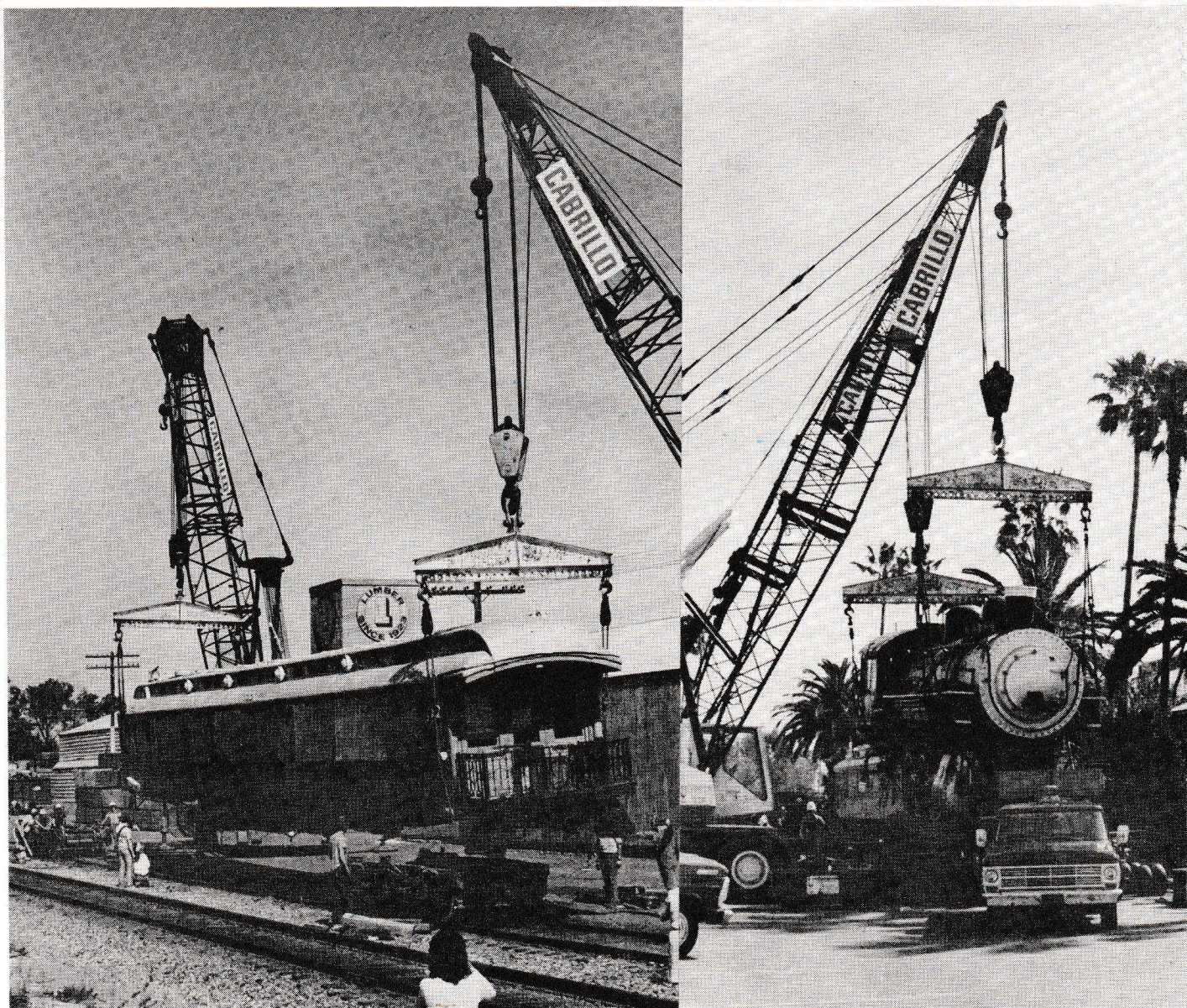
The tender was reconnected to #104 by Jim Lundquist, Bob Haney, Ken Helm, Mike Reading, Ron Hyatt and Jim Hamill. New coupler bolts were rounded up by Jim Hamill and fitted through the pilot beam by Jim, Scott Thompson, Ron Hyatt and Ken Helm. A fifty ton jack, loaned by Wally Barber, was of great assistance in this maneuver. Nick Nichols and Ken Helm fabricated and installed a new brake pipe on the tender of #104 while Larry Rose and Ron Hyatt lubed the drivers during a contortion act under the locomotive.

While the mechanical types were doing air brake work, the track and ties at the fairgrounds were being taken up by a crew of Norm Hill, Larry Rose, Harry Doering, Tom Travis, Mike Lane and David DiGiorgio. The ties, joint bars and tie plates were loaded on our freshly donated stakebed truck (see article elsewhere) and hauled to Campo by Jim Lundquist, Scott Thompson, Mike Lane and Larry Rose. The rails will be hauled to Campo later when the last traces of the old Del Mar exhibit plot are finally cleaned up.

The last preparation required before the engine and car can roll to San Diego was taken care of over the weekend of February 26th and 27th by Dick McIntyre, Larry Rose, Ron Hyatt and Ken Helm. Dick fabricated spacers for the main crank pin to hold the connecting rods in place and devised an ingenious adapter to enable our modern grease gun to couple with the 2-8-0's 1904 vintage grease fittings. This last greasing and some additional brake work was accomplished by these four in a driving rain while standing in ankle deep water. Some jobs in PSRMA are not fun, especially if they have to be done while one is soaked to the skin, but somehow the "can do" spirit of PSRMA overcomes all hardships.

As it turns out, the move of #104 and #050 to Campo is the exact reverse of their route to the fairgrounds in 1955. The Solana Beach Lumber Company spur has twice seen heavy crane work and locomotive hauling. The rigging and moving of PSRMA's venerable duo was done by the son of John Hansen, the man who moved the equipment the opposite direction twenty eight years ago. A photo of the pair moving westbound by the Campo Depot was on the cover of REPORT #178. This will now happen again in the opposite direction, but this time, the train will halt only 1,000 feet east of the station where the antiques will be shoved onto the museum tracks and soon thereafter tender first into the PSRMA car shop on track #3.

Jim Lundquist spent many hours negotiating and planning the first and most difficult phase of #104 and #050's homecoming and he and the mechanical department will be heavily involved as the journey of these relics and the rest of our collection continues. The pressure on PSRMA's officers and staff involved in the movement of five pieces of museum rolling stock in the last month has been tremendous. When not at their regular jobs, almost every spare time minute was devoted to PSRMA work. The support of their efforts by the museum rank and file has been superb. The required cash has been coming in just far enough ahead of the action to keep things moving. We can all stand proud of the museum's performance of the last month. Let's all do what we can to keep the momentum going, as the consolidation of our collection at Campo is now well underway.



The private car of San Diego railroad tycoon John D. Spreckels is shown here at Solana Beach hovering over its truck sets which are being pushed into position by Shawn Eriksen, Ron Hyatt, David DiGiorgio and museum president Jim Lundquist. At right, engine #104 is being set on dollies made of aircraft tires for a short trip to the nearest active railroad spur. (L. Rose photos)

This Never Happened on the RPO !

Almost no museum mail arrived at the La Mesa Depot in Late January and early February. The post office returned most PSRMA mail for unknown reasons regardless of the street address. We have official permission from the post office to use the new street name, Railroad Avenue, in lieu of Nebo Drive as encouraged by the Chamber of Commerce. A single clerk caused the snarl after no problems for a year. The post office has assured us that the regrettable incident won't happen again and we hope that all members who were inconvenienced will forgive and forget. After all, nobody's perfect....especially the postal service since the demise of the Railway Post Office!

DON'T MISS THE NEXT QUARTERLY MEETING APRIL 8TH

104-050 FUND DRIVE

The move of #104 and #050 caught us \$6,000.00 short of our fund raising goal as we expected might happen. Fortunately, a member stepped forward with a low cost loan to keep us on schedule. Mrs. Celia Hatz offered us a deal that no commercial lender could touch and we are most grateful for her timely aid. We now have a little time to get the funds together to pay off this loan while #104 and #050 continue to move.

The folks listed below have given at a level so high as to reduce the fair share of all the members who haven't yet participated in this project to about five bucks each. You will notice that some of the people on this list were in previous progress reports as they are determined to do more than their share to keep this important project moving. Let's get this project put away while we're on such a roll. Many participants make a tough job easy, so send what you can to: #104 & #050 Fund, PSRMA, La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041. Let's double the size of this honor roll next time!

Robert H. Watrous
Curtis & Linda Croulet
Charles H. Wade
David Goldberg
Randy Gibson
Ray Siegel
Thomas P. Chambers
James T. Slingsby
William R. Attaway
William E. & Carmen A. Donavon
J. Weisman

Susan A. Mercure
Stephen P. Norris
Margaret G. Stahl
Bill Gunther
Lonal G. Pierce
Ronald W. Kinum
Terry E. Durkin
David R. Slater
John & Audrey Batey
L. Harrison Williams

Bartlett E. Bishop
Bessie L. Cossette
Max Miller
Dorothy Griner
Virginia Czajkowski
Ed & Judy Arbuckle
Edwin J. Gaede
Lynne S. Wallace
Frank Norris
Russell C. Joslin

LA MESA DEPOT MUSEUM

444-1648 (Trig Stanley's phone) is the magic number to call for an interesting afternoon of meeting and greeting our many visitors to the La Mesa Depot Museum. Trig would be delighted to hear from you even if its just to get more information on depot staffing. First-timers are always paired with an experienced host to show the way, so why not give it a try?!

Our "liquid sunshine" has failed to dampen the spirits of our loyal staffers....they have been just superb and we're so grateful to all of these nice folks. We've showed the depot and antique railroad equipment to various groups these past two months, including children from the Jamul Elementary School, Christ King Lutheran pre-schoolers, San Carlos Kindercare and a Brownie group from Spring Valley. Call Trig to schedule a time if you have a group interested in touring our beautifully restored depot.

Playing host for the months of January and February were:

Ann McVeagh	Margaret Collins	Trig Stanley (4)	Hal Gasner
Max Miller	Margaret Barksdale (2)	Cecil Badman (2)	Beth Miller
Art Miller	Judy Arbuckle	Ed Arbuckle	Richard Teague (2)
Betty Teague (2 times)	Mike Retz (3)	Al Ellis	Eric Sanders (3)
Russ Stockwell (2)	Donald Leonard	Jo Leonard	Margaret Sceppe
Bob Haney	Keith Bennett (3)	Vince Alesi	Marge Becker
Jack Ebey	Kay Stout	Joe Laurent	Lyle Cotton

REPORT

Official Publication of the Pacific Southwest Railway Museum Association, La Mesa Depot, 4695 Railroad Ave., La Mesa, CA 92041

EDITOR Larry L. Rose — ASSOCIATE EDITORS Brenda Bailey & Tanya Rose

Published monthly by the Association. PSRMA is a California chartered non-profit, tax-exempt organization of persons who share an interest in railroad operations, travel, and history.

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.

EXCURSION NEWS

by Ann McVeagh

PSRMA EXCURSIONS got off to a good start in 1983 with the private car trip on the HIRAM to Las Vegas. The car was great, the weather was perfect, Las Vegas was jumping, and a good time was had by all aboard. The hardworking staff consisting of yours truly, Shirley Simpson and Richard Davies (mechanic) found time to enjoy some nice vestibule riding and visiting with the passengers after the dishes were done. Thank you all, both staff and travellers! We will do it again soon.

The next weekend was a distinct contrast as we boarded the MEXICALI ROSE, courtesy of Jack Stodelle, for a weekend in Puerto Penasco, Sonora. While San Diego was welcoming the Queen in a downpour, we were basking in the sun on a beach in Mexico. Barbarann Parker and Jeannie Heinig prepared and served up an endless parade of good snacks and meals. Helped by Jesus Gonzalez (who treated everyone to his freshly made ceviche and garlic shrimp on the way back) and half of the SBC dining car staff, our chefs had us throwing our calorie counters to the winds; the food was scrumptious! We had a super fiesta at the Hotel Villa Granada Saturday night, with mariachis and all, and on Sunday a nice tour to see the sights of Puerto Penasco. What a shock to come back to San Diego in a driving rainstorm after our sunny, fun weekend south of the border! In fact, it was so nice, we have decided to try and fit one more weekend trip in before the hot weather sets in. If you are interested, please call me (619-444-3808).

The excursion schedule for the next few months is as follows:

April 10.....1509 trip to Los Angeles
April 16.....One-Day trip to Puerto Penasco
April 23-27.....Alamos, Sonora (Colonial gem, old silver town)
April 30-May 8.....Copper Canyon Spectacular!
May 28-30.....Weekend in Sonora (tentative)
August 5-26.....Europe and the Orient Express
August 19.....Alaska

Eric Sanders is thinking of doing a trip up to Santa Barbara in the summer, and there is a good chance we will be scheduling a last ride on the Denver and Rio Grande Zephyr. Watch for announcements of these and other events. Also, there will be a FIRST coming up! An all-member gigante, gala PIT BARBEQUE AND SHINDIG to be held June 11 at the Museum in Campo. More details later, but save the date! We have space available on all these trips at this time, so if you are interested, please call and/or send money!

SPECIAL NOTE! Speaking of money, I recently attended a day long seminar on fundraising. It was very informative and I'm happy to report that we are already doing many of the things that were discussed, plus we were able to add a few ideas, especially about excursions as fundraisers. As you may or may not know, the major source of income to the Museum at this time is from our excursions.

One of the strongest points made at the seminar was that successful fundraising for any group needed the interest, consensus and participation of everyone in the organization. To that end, the Excursion Committee is asking for your help this month. We are expanding our excursion mailing list for the trip notices. Please send us names and addresses of people that you know, relatives, friends, (enemies?) co-workers, etc., to add to our growing mailing list. They don't have to necessarily be interested in travel or trains right now. Another strong point made at the seminar was that to raise money your organization had to be well known, thus a second use can be made from an expanded mailing list, more people will hear about us! So send your list, please, to PSRMA EXCURSIONS, 4695 Nebo Dr., La Mesa CA 92041.

We are looking too, for some members that are interested in helping to form a new committee for fundraising and publicity. If you would like to be on this committee and have done fundraising and/or have been involved in public relations, please call me, Ann McVeagh, 619-444-3808. We need all the ideas you can come up with!

HAPPY TRAVELLING.....SEE YOU AT THE DEPOT!

D. & R. CARS MOVED TO CAMPO

PSRMA's oldest railcars were trucked to Campo on February 10th, and on February 12th they were rolled inside the car shop! It was planned long ago that these ancient arks, built in the 1880's, be the first cars inside the shop building to protect what has been the museum's most fragile property since their acquisition in 1976. Pulling this off as planned was immensely satisfying to all those involved.

The open platform all wooden coaches were used on the Dardanelle and Russellville Railroad, a five mile long operation in Arkansas established in 1882 which is still in business today. Coach #13 was converted to a baggage-combine by the D.& R. sometime in the twenties and the closed up windows are visible in the accompanying photo. Coach #14 is a little longer than the combine and still has all its mohair seats as does #13.

Since their acquisition, the cars had been on display on Mrs. Helen Porter's property in Poway adjacent to a busy restaurant parking lot and only a few feet from busy Midland Road, a main artery of this rural community. In their six years of vulnerability at Poway, the cars suffered only one minor break-in and only a few broken windows, a remarkable occurrence by today's standards. The museum is grateful to the late Col. John and Mrs. Porter for the six years of free storage. It enabled these cars to survive and finally be stored inside, out of the rain for the first time in their century of existence.

Norm Hill conducted a thorough cleaning of the two cars the day after their arrival at Campo and discovered the builder's plate on the door sill of coach #14. The #14 was built by Jackson & Sharp of Wilmington, Delaware, a coach builder that ceased to advertise in 1900 as near as we can tell by picking through old Railroad Gazettes in PSRMA's library. An advertisement from an 1894 issue is included in this article. There are many layers of paint on both cars which might yield more information on earlier owners. Finding buried surprises is one of the more fun things about restoring early relics like these.

Photos of the ornate interior of combine #13 can be seen on page 95 and 278 of "Mixed Train Daily", the classic short line book by the late Lucius Beebe. Beebe described combine #13 in his book as a

"beautiful old time combine with its three compartments panelled in joiners handiwork which would not be duplicated today (1947) at any cost or in any car shops."

All of this beauty is still in combine #13, just waiting for a new coat of varnish to dazzle the world again. If you would like to be on the D.&R. restoration team its not too early to contact Norm Hill (714-551-4351). Patience is the only skill required to get started in restoration work, one of the most rewarding activities of PSRMA.

Getting the two old-timers to Campo was the doing of Duff Joseph who made all the crane and truck arrangements. Duff is project manager of the big freeway interchange project now underway in Mission Valley and used his contacts to get PSRMA a very good deal on the heavy equipment required for this move. Other PSRMA members who provided labor in the loading and unloading were: Harry Doering, Roy Pickering, Jim Hamill, Mike Lane, David DiGiorgio, Shawn Eriksen and Larry Rose.

The ties that the D.& R. cars sat on for years at Poway were also hauled to Campo. Steve Norris, Harry Doering and Larry Rose did the loading gruntwork. PSRMA's recently donated stakebed truck with Harry at the wheel did the hauling.

JACKSON & SHARP CO.

DELAWARE CAR WORKS

WILMINGTON, DELAWARE

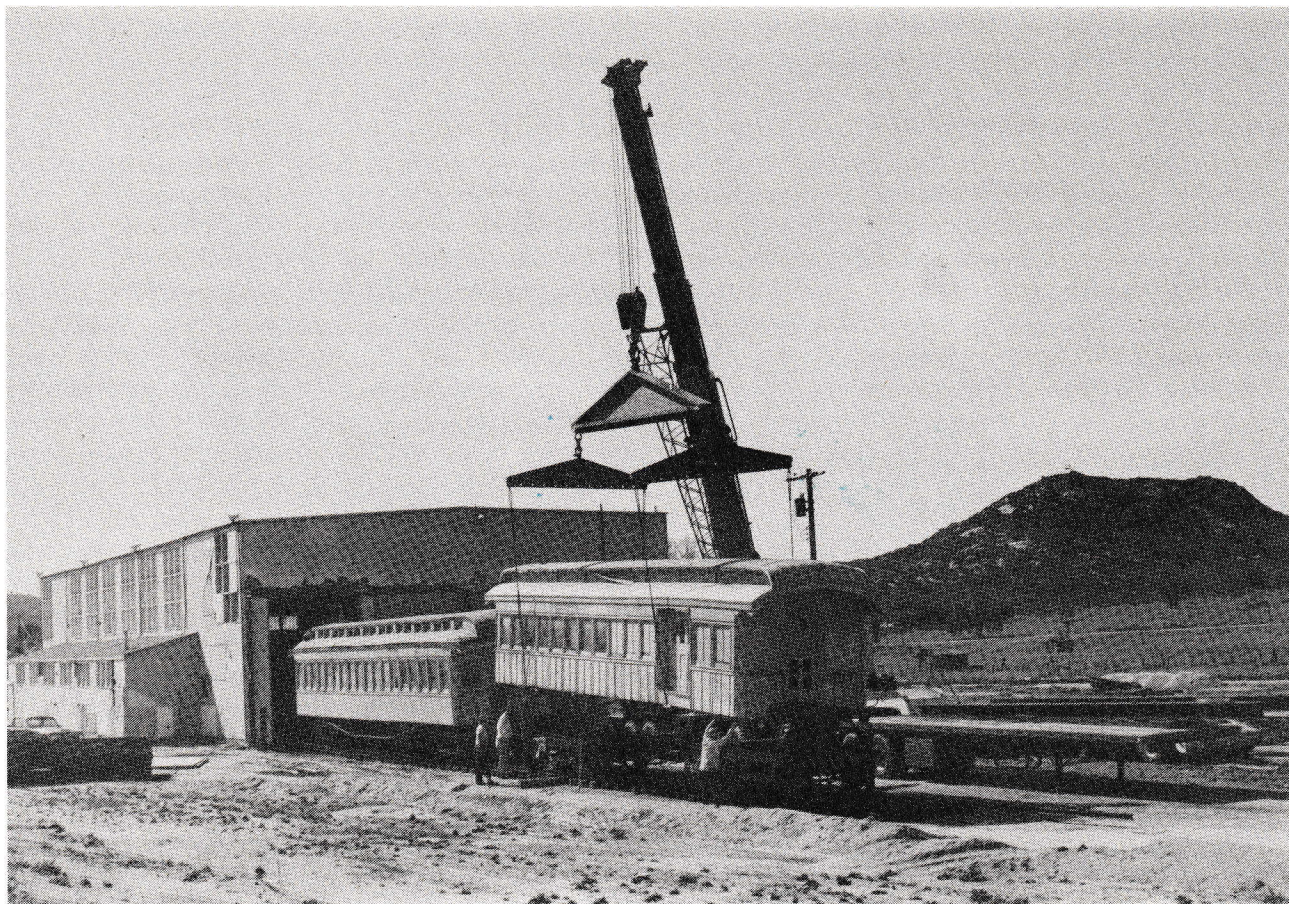
BUILDERS
OF ALL
KINDS OF

RAILWAY CARS

FOR STEAM, ELECTRIC, CABLE, ELEVATED AND
SUBURBAN ROADS

Now in stock a large assortment of Second-hand Equipment in excellent condition

Write for Plans and Prices



Combine #13 is lowered on to its trucks on track one. Guiding it down are Mike Lane, Jim Hamill, David DiGiorgio and Shawn Eriksen. (Larry Rose photo)

DICK McINTYRE, TANYA ROSE, BULLET TRAIN SHARE SPOTLIGHT AT ANNUAL DINNER

A large crowd was on hand for this year's annual dinner and heard the straight poop about the proposed Los Angeles to San Diego Bullet Train from Mr. Carl Schiermeyer of the American High Speed Rail Corp. This informative presentation was followed by some pickin' and singin' of old-time railroad ballads performed by Tanya Rose, our membership director. PSRMA's general manager and closet hillbilly even got up to pick a break on his mandolin.

The museum's highest tribute, the Railfan Of The Year Award, went to Dick McIntyre, a regular mechanical department and restoration foot troop, who has been involved in every major museum project for the last few years. His contribution has been awesome! Dick only does the most difficult machine work and metal fabrication jobs which are the difference between "go" and "no-go" in the operation of all of the museum's locomotives and cars.

President Jim Lundquist gave the state of the museum address which pointed to spectacular success in the attainment of PSRMA's long term goals. V.P. Larry Rose introduced some of the hardworking PSRMA staffers and department heads and was in turn honored by PSRMA treasurer Harry Doering, who presented the REPORT editor with a beautiful hand made rug depicting PSRMA's award winning La Mesa Depot.

Thanks are due special activity director Roy Pickering for organizing the museum's annual bash and for conducting a fun raffle to wind up the evening.

PSRM CAMPO

The Campo workers last month were under a lot of pressure to get things ready to receive the two wooden cars from Poway when they suddenly had to make way for an unexpected caboose. Thanks to some furious track laying, space was made available with only a week to spare. Also operating under pressure with his usual cool was Dick McIntyre, who hung the door frames for track one and two. This enabled the track gang to push inside with track one the day after the arrival of the two open platform relics.

The D. & R. cars only spent one night outside at Campo before being rolled in at 7:00 p.m. Saturday night, February 12th. A spontaneous whoop went up from the troops still there to witness this milestone event and a group picture was taken to mark the happening twenty eight months after the property was purchased by PSRMA after a twenty year search. How sweet it was!

The arrival of ATSF caboose #2286 a week earlier was also a high point for the museum, as it was the first piece of regular rolling stock to be moved onto the site. The caboose was unloaded with a large crane borrowed from a Campo based contractor whose equipment storage yard is only a half mile from the museum. We are always grateful for a little help from our friends! (See caboose article elsewhere.)

The job of hanging the pre-finished metal skin on Dick McIntyre's door frames fell to Larry Rose, Ron Hyatt, Scott Thompson, Ken Helm and Mike Lane. Harry Doering provided the self tapping screws and Dick loaned us his electric screw driver to make the skin attachment easy. Stan Bartlett salvaged all of the wood that was removed from the door openings.

About thirty truck loads of decomposed granite ballast has been delivered and Dan Robirds has started to spread it with the skip loader borrowed from Wally Barber. The loader has been suffering occasional old age breakdowns, and Dan has been doing most of the repairs to keep this most useful tool moving. Wally has also sent up his track tamping machine that will be used to level and align the track in the months ahead.

More rail has been laid on the museum main line. We now have about 1200 feet on the main and segments of about 350 feet in the yard to accommodate the equipment that was trucked in. Two switch kits have located and will soon be delivered to the yard throat so that the rest of tracks one, two and three to the car shop can be laid. It is hoped that all car shop tracks will be in place by this summer. Standouts on the track crew in January were Raenel Floersch and Dr. Helen Paulus. These ladies were great with spike maul and pinch bar!

Feeding the track gang was handled again in fine style by the PSRM field kitchen troops. Frank and Jeanne Kearney were the chefs de cuisine on January 8th. Ann McVeagh did the honors the next day. The February 12th session saw Barbara Simpson and Jo Pressnall riding the range with Beth and Michelle Floersch assisting. The following members donated potluck dishes to the field kitchen: Diana Modeen, Henrietta Kecskes, Jo Pressnall, Margaret Barksdale, Don and Jan Covington, Verna Eastman and James Graves.

The Museum workers in January were:

Scott Thompson
Jeanne Kearney
Tim Floersch
Stan Bartlett
Barbara Simpson
Ann McVeagh
Dan Botkin

Mike Lane
Cliff Pennick
Raenel Floersch
Jim Hamill
Ted Weddell
Dan Robirds
G. W. Fackler

Ron Hyatt
Dick Pennick
Dick Ruppert
Larry Rose
Everett Shogren
Harry Doering
Dr. Helen Paulus

Frank Kearney
Jim Lundquist
Dick McIntyre
Mike Reading
Norm Hill
Al Barnier

The February track gang and back-up troops were:

Ken Helm
Jeff Dewey
Ed Turlington
Roy Pickering
Michelle Floersch
Stan Hunter
George Medlin

Dick Ruppert
Jim Hamill
Mike Reading
Jo Pressnall
Beth Floersch
Belinda Bradley
Ron Hyatt

David DiGiorgio
Dick McIntyre
Arlen Hurt
Barbara Simpson
Mike Lane
Vernon Mardock
Dan Robirds

Martin Nemerever
Larry Rose
Tim Floersch
Dan Botkin
Norm Hill
Lucy Mardock
George Geyer



A year ago there was a maple gym floor where these people and the two 1880 vintage coaches are standing. The building is now definitely a car shop! The crew on hand for the milestone event posed for this three second exposure by Larry Rose to record a euphoric moment for PSRMA. From left: David DiGiorgio, Belinda Bradley, Stan Hunter, George Medlin, Dick Ruppert, Jim Hamill, Mike Lane, Jeff Dewey, Martin Nemerever, Mike Reading, Ron Hyatt and Ken Helm.

STAKEBED TRUCK DONATED !!

For years museum master mechanic Ken Helm has been borrowing his father's 2 1/2 ton capacity stake bed truck to carry out various museum projects. After doing more PSRMA work than anything else for the last year or so, the 1959 GMC product is ours exclusively thanks to John Helm, who gave the hardworking vehicle to PSRMA just before the end of the year. The truck, already painted maintenance of way orange, has a recently rebuilt engine and radiator and good tires.

The truck is now insured and registered to PSRMA and was involved in rail parts and tie transport at Del Mar and Poway in the last month. The truck has eight gears forward and has used them all hauling heavy loads up the hills to our Campo museum site. This truck has been, and will be, a most useful tool in the construction of our facility in San Diego's beautiful back country.

NEXT MEETING APRIL 8TH

PSRMA's quarterly meeting will be held on Friday, April 8th at 7:30 p.m. It will be at the usual location, the San Diego Gas & Electric Co. auditorium, 101 Ash Street, in downtown San Diego. It promises to be a fascinating program, as Jim Price will show slides and talk about ghost towns and railroads of the West. See you there!

INDUSTRIAL ARCHEOLOGY

(Restoration News)

by Norm Hill

ATSF Caboose 1413

This restoration project is at the 99% complete level. The ladders, rebuilt by Doug Kerr, are back on and the catwalk is finished. Larry Rose fashioned new oak door bottoms to complete the last of the exterior work.

On the interior, Norm Hill, Dick McIntyre and Ted Kornweibel have stocked the cabinets with old tools, tin cups and plates and other items normally found in an old time caboose. Ted donated old 1940 era can labels to add a touch of authenticity to the pantry. Tom Travis and Steve Nunan have also helped with painting and finishing touches. BRAEBURN INTERIORS of Irvine donated a full set of green shades for the caboose. Norm Hill solicited the donation and mounted the shades over the doors and windows.

Mojave Northern #3

With the caboose nearly wrapped up, work on this locomotive has picked up. The backhead, piping, valves, etc. have been stripped, wire brushed and painted gloss black. Ted Kornweibel has fitted grooved 1 x 4 panelling in the cab sides. This material was left over from the La Mesa Depot project and was milled by John Maxwell's LA MESA PLANING MILL. Jim Hamill built a new roof hatch and fitted a new cover for it provided by MISSION SHEET METAL who had the bite put on them by Norm Hill. Others on the Mojave Northern crew for the last month were: Dick McIntyre, David DiGiorgio, Ben Stout, Tom Travis and George Medlin.

Shay #3

Dick McIntyre installed new pipe rail security bars on the back of the cab and also replaced the front and rear footboards. Dick, as usual, donated all lumber, hardware and paint for this work. Railfan Of The Year? No doubt about it!!

ATSF Cafe-Obs 1509

Margaret Barksdale led a team consisting of her husband and daughter on a four day cleaning binge aboard this old heavyweight last month. They cleaned every nook, polished and reblacked the stove in the galley and scoured all the duckboards. Our kitchen will have an "A" rating when this car rolls to Los Angeles in April, thanks these folks.

Dick McIntyre (who else!) refitted and rehung the platform door that had been sprung and sticking for many months. The window and shades are also being redone and should be ready in time for the April excursion.

La Mesa Depot

New exhibits have been placed in the baggage room. Harry Doering put together a recently donated caboose stove and switch stand after they had been sandblasted by Loyd Gage's WESTERN SANDBLASTING CO. Norm Hill provided transportation to and from the sandblaster. Dick McIntyre (there he is again!) rebuilt an antique Union Pacific car step that is now on display in mint condition. Eric Sanders finished a display board of early San Diego County railroading, using photos from his own vast collection.



Who belongs to these license plates? (Hint: This photograph was taken at Campo in November. Answer in next issue of REPORT)

The Caboose That Came In From The Cold

It was determined a few months ago that caboose #2286 at the National City Depot had underframe damage that would have to be repaired before the ex-ATSF shack could be moved on its own wheels. The caboose and combine #1303 were moved to a nearby Santa Fe spur before the frame problem was discovered and we were under pressure to move the cars by February 10th. What to do?!

Our volunteers didn't have the time to fix the caboose on the few weekends left before the move deadline and a commercial bid to do the work came in at \$1800.00! With no money or time available to save #2286, the Board of Directors, in a painful move, voted to sell the caboose if no last minute savior could be found.

The idea of losing #2286 was unthinkable to some of the PSRMA hardcore. A few hurried phone calls by the museum general manager lined up \$1000.00 in pledges to fund a last minute trucking move. Museum president Jim Lundquist went into action with his patented "creative logistics" approach to organize the cheapest possible move in the shortest time. He had to find transportation to Campo and a way to load and unload the 25 ton caboose at each end with only a week's scrounging time.

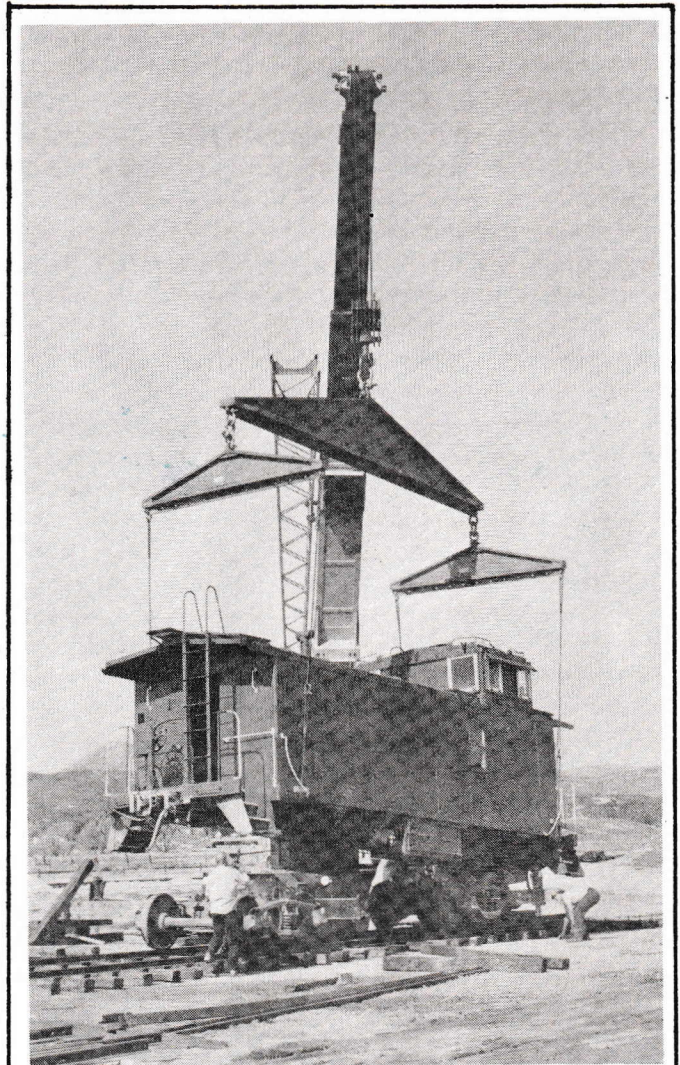
Jim managed to borrow four fork lifts from different businesses in the National City industrial area to load the caboose on a hired low boy trailer. At Campo the unloading was done for free with a crane borrowed from a neighboring contractor's yard. The best portal to portal commercial bid for this move was \$2700.00. Jim managed to pull it off for \$550.00! The cost was split four ways with Larry Rose, Ken Helm, Scott Thompson and Harry Doering picking up the tab. These guys were willing to dig deeper, but Jim saved them the pain with a super effort.

#2286 was a bird in hand that nearly slipped away from us, but instead of the scrap yard its now in our Campo yard, the first railcar on the property having beat the D&R cars in by five days. For the time being, the caboose will sit on track four in front of the bunk room to serve as an overflow bunk house. There are no restoration funds available this year for #2286, but the body is in good shape with no rust. It promises to be a much easier restoration job than #1413 was when the troops can work it into the schedule.

Obviously, a low budget production like this adventure had a few members involved in loading, tying down and unloading. The physical participants were: Jim Lundquist, Harry Doering, Mike Lane, Larry Rose, Jim Hamill, David DiGiorgio and John Baxter. Thanks to all involved for plucking #2286 from the jaws of doom!

1303 MOVED TO LA MESA

ATSF heavyweight buffet-library car #1303 has been moved from the National City Depot to our La Mesa spur courtesy of the Santa Fe and S.D. & A.E. railroad companys. The #1303, ravaged inside and out by a restaurant remodel, has been loaned to the La Mesa Chamber Of Commerce who will fund a refurbishing of the car for use as a meeting room-lounge for the chamber and other La Mesa organizations.



David DiGiorgio, Jim Hamill and Mike Lane guide caboose #2286 down on its trucks at Campo. (L. Rose photo)

A.L.HELLMAN	GEOF GIBSON	WILLIAM DONAVON	FRANK NORRIS
A.L.HELLMAN	GEOF GIBSON	CARMEN DONAVON	DAVID SLATER
A.L.HELLMAN	VIRGINIA CZAJKOWSKI	WILLIAM DONAVON	GAROLD CUTTSWALL
A.L.HELLMAN	HELEN RUSSEL	WILLIAM DONAVON	JOHN BAXTER
A.L.HELLMAN	HELEN RUSSEL	CHRISTIAN FERGUSON	JOHN BAXTER
A.L.HELLMAN	HELEN RUSSEL	CHRISTIAN FERGUSON	JOHN BAXTER
A.L.HELLMAN	BILL GUNTHER	CHRISTIAN FERGUSON	JOHN BAXTER
A.L.HELLMAN	ANITA RHEIN	CHRISTIAN FERGUSON	JOHN BAXTER
A.L.HELLMAN	FLORA HARRIS	CHRISTIAN FERGUSON	JOHN BAXTER
A.L.HELLMAN	FLORA HARRIS	CHRISTIAN FERGUSON	JOHN BAXTER
A.L.HELLMAN	FLORA HARRIS	JACK LINN	JOHN BAXTER
ROBERT WATROUS	FLORA HARRIS	RAY ARCHER	JOHN BAXTER
SUSAN MERCURE	FLORA HARRIS	PAUL LUNDQUIST	JOHN BAXTER
ROBERT WATROUS	FLORA HARRIS	ROSEY LUNDQUIST	JOHN BAXTER
SUSAN MERCURE	FLORA HARRIS	PETER LUNDQUIST	JOHN BAXTER
MARGARET STAHL	FLORA HARRIS	JUSTIN LUNDQUIST	JOHN BAXTER
MARGARET STAHL	FLORA HARRIS	MARY LUNDQUIST	JOHN BAXTER
MARGARET STAHL	FLORA HARRIS	MARI PORTER	JOHN BAXTER
MARGARET STAHL	JAMES SLINGSBY	DAVID SLATER	JOHN BAXTER
RANDY GIBSON	JAMES SLINGSBY	FRANK NORRIS	JOHN BAXTER
RANDY GIBSON	JAMES SLINGSBY	DAVID SLATER	JOHN BAXTER
		CLARENCE SHERMAN	JOHN BAXTER

BUY-A-TIE PROGRAM MAKES TRACKS

Thanks to the people on this month's tie graph #104 and #050 have a place to go. The tie donors have added 170 feet of track to our Campo yard this time, enough to get track two into the car shop! A sensational effort!

Jo Pressnall has donated to the pile in memory of Jack Linn and Ray Archer, two regular PSRMA participants who contributed much to the museum before their final run last year. James Slingsby is back again and has participated in all museum projects in the last few years. Chris Ferguson, Life Member #18, has added to the stack as has Jim Lundquist, Life Member #19, who donated a tie for each member of his family.

John Baxter, who runs the computerized mailing list for PSRMA's REPORT, is the big hitter this time, throwing enough ties on the pile to support an entire car! Flora Harris of the Mountain Empire Homemakers Association in the Campo area has also contributed big in behalf of her club. Anita Rhein, Randy & Geof Gibson and A.L. "Lee" Hellman, also regular participants in PSRMA fundraisers, have helped to ensure that there will be track for #104 to roll on. The many new members listed have topped off the pile this month for the largest purchase of "Paul Bunyan toothpicks" yet charted in REPORT!

The Buy-A-Tie program and the #104-#050 fund are equally important; if you can help with either, please do. The folks on this list have set a record tough to top, but PSRMA is on a roll now that can make miracles happen, so send what you can to: PSRMA Buy-A-Tie, La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041.

Membership News

by Tanya Rose

James J. Lundquist, PSRMA's President, has added his name to our growing roll of life members. He is number nineteen and I am wondering who will be the next in line to be among the first twenty life members. How about you?!

Have you noticed the very professional looking address labels now used on REPORT? Member John W. Baxter is responsible in taking a tremendous burden off my shoulders by enlisting his computers into museum service. He also does a dandy job for the excursion committee and we can't thank him enough.

I was pleasantly surprised when a few members were kind enough to renew early. Perhaps they anticipated their renewal dates by noting that the numbers on the top of our new address labels show the year and month when they are due. I use a lot of first class postage sending out first and second notices on the first of each month, but you can help me (and the museum!) by checking your label for your renewal date and sending your dues two weeks before I would normally notify you. Won't you mark your calendar right now while you are thinking of it? It seems a small thing to do, but enough people doing this could really help the museum coffers. Thanks a lot!!

A warm greeting to our latest members and grateful thanks to those upgrading:

LIFE MEMBER

#19. James J. Lundquist

REGULAR MEMBERS

Robert L. Hanlin
Helen S. Hutchison
Maurice R. Daley, II
Ruth R. Schneider
John A. Healy

Edward D. Breck
Donald R. Solso
Russell E. Raymond
Allen Hudson
M. M. Strickland

Glenn A. Davis
Emmett Tompkins
Garold W. Cutshall
Millie Goulet
Sherwin A. Dorris

Edith L. Pope
Adele McIntyre
A. G. Scull
David Breda
Seeth L. Thomson

CONTRIBUTING MEMBERS

The Kuck Family

Donald W. Showers

D. Brian Valleau

Laurence S. Reid

FAMILY MEMBERS

Ed & Jane Orbom
Lowell, Diana, Jon,
& Jennifer Lindsay
David, Robin, Amanda,
& Alex Lassen

Arthur I. & Penny Anderson
Judge & Mrs. Leland C. Neilsen
M/M Thomas Perry & Renee Kinney
M/M Oliver Galbraith, III
Theodore T. & Therese Tanalski

Frank & Grace Willard
Rob & Fumiko Pleis
Bob & Sue Moorehead
Helen & Loren Hobbs

Richard, Nancy, Rich, Lee, Jill, Anne, & Andrew Esbenshade

IN MEMORIAM

Old-timers on the restoration crew and other long-time museum members will be saddened to hear of the passing of Jack Linn in December after a lengthy illness. Jack was a regular on the restoration team and, for many years, was affectionately called "Good Ol' Jack" in the restoration column. Jack was also a very valued member of our Railfan Patrol, and several vandals were caught and arrested thanks to his alertness. Many of his friends visited him in the hospital, including members of the restoration team. They were able to see him one last time a week before his death and answered his questions about the moving of #104. The fellows promised to lay a mile of track for him at Campo. Our tenderest condolences go out to his wife Helen. Our "resident curmudgeon" will be sorely missed by the restoration troops and his many other friends in PSRMA.



INDIVIDUAL \$15 per year
SENIOR/STUDENT \$10 per year
FAMILY \$20 per year*
CONTRIBUTING \$30 per year

SUPPORTING \$50 per year
SUSTAINING \$100 per year
CORPORATE/BUSINESS \$100 per year
LIFE \$500



RAILROADING ON THE EMBARCADERO

by Bob DiGiorgio

NOW WE HAVE A BOAT TRAIN. Yes, now PSRMA's Embarcadero Exhibit train meets the boat every week. The cruise ship S.S. Azure Seas, that is, which stops in San Diego every Tuesday morning as part of its Los Angeles to Ensenada cruise. The next few weeks will determine whether Tuesdays become a permanent part of our schedule.

HELP WANTED! With the increased staffing of our newly expanded gift shop, and being open Tuesday mornings and early afternoons, and the heavy summer traffic that will soon be starting, we really need some additional staffers. Take a look at the staffing list below, and note how many times some people have had to work in order to keep our exhibit fully staffed. Can you give us a hand? Embarcadero staffing is an interesting, often busy way to spend a few hours, and it really provides important support to PSRMA. There are several different positions, some requiring absolutely no experience or training, just to enjoy people and know how to be friendly. We also need someone to coordinate staffing by telephone from your own home, perhaps someone who can't staff but who would like to do something really useful for PSRMA. Please call Linda DiGiorgio at 283-3066 to volunteer or get more information.

TRAINING SCHEDULE. The following training meetings will be held. The two meetings of each week are duplicates, so please try to make one or the other. All meetings start at 7:30 p.m. in the Embarcadero Exhibit.

Tues. Mar. 29 and Thur. Mar. 31	PEARY Staffing #1
Tues. Apr. 26 and Thur. Apr. 28	Gift Shop #2
Tues. May 24 and Thur. May 26	PEARY Staffing #2

GREAT BIG THANKS DEPT. As always, we have a list of those who went the extra mile to help. This time, we thank:

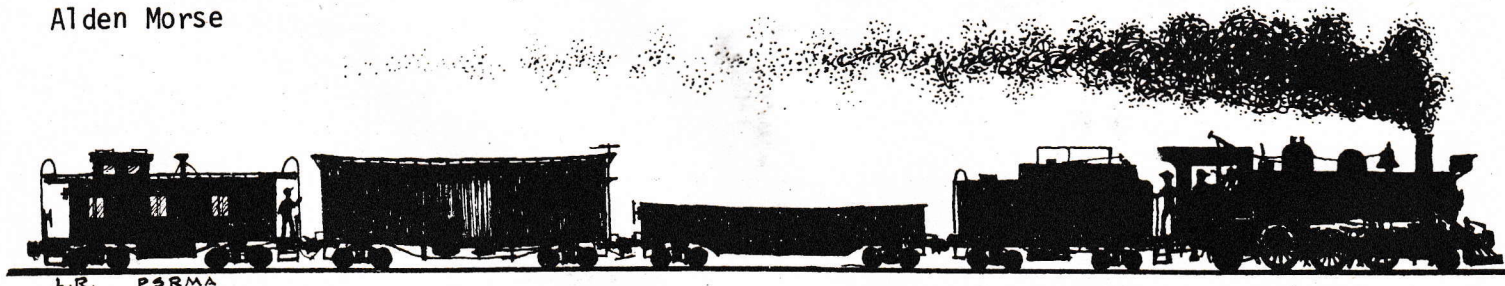
MARGARET BARKSDALE, for a lot of last-minute help in getting the gift shop reopened.

DICK MC INTYRE, "Railfan Of The Year", for installing ventilation windows in the #5601 and other work essential to security and comfort. Dick really made us feel good when he told us that the Embarcadero Exhibit was his introduction to PSRMA!

DORIS DEAN, who donated a glass top for the PEARY's diningroom table. Now we can proudly show off that beautiful wood instead of hiding it under a cloth.

And, of course, thanks to our faithful staffers for January and February:

Doris Dean	Dave Slater (3)	David DiGiorgio (3)	Rebecca Archer
Bob DiGiorgio (5 times)	Charlie Wade (4)	Wynima Johnson	Ann McVeagh (2)
Kay Montgomery (2)	Harlan Hatz (2)	Sheila MacKay	Rita Cloud
Gene Wegener	Manny Lopez	Pat McDonough	Duane Dubke
Al Vartanian	Bill Evans (4)	Margaret Barksdale (3)	Stan Brown (3)
Deborah DiGiorgio (2)	Bill Schneider	Barbara Simpson (2)	Rae Gay
George Parish	Dee Duncan (2)	Terry Danielson	Don Pope
Nick Kimler	Helen Hutchinson	Linda DiGiorgio (6)	Bob Hull
Daniel Botkin (2)	Verna Eastman	Roy Pickering (3)	Jack Ebey (3)
Diana Modeen	Jim Rocks	Hal Johnson	Al Ellis
Herb Kehr	Cecil Badman (3)	Kathy Johnson	Jo Pressnall
Lillian Kimler	Molly Noble	Joe Laurent	Trig Stanley
Alden Morse			



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PENS

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PENCILS

POSTAGE STAMPS
PULL TOYS
DECORATIONS
SHARPENERS

CRAFTS
ENGINEER'S HATS
STICKERS
MUSICAL TOYS

FOR ADULTS

JEWELRY
COOKIE CUTTERS
FRAMED PICTURES
POST CARDS

BOOKS
WHISTLES
PATCHES
ART ITEMS

WIND CHIMES
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SALT & PEPPER SETS
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NEW AUTHENTIC RAILROAD LANTERNS

Rugged, Practical Lanterns for Work, Home, Camping

The CONGER Lantern

A favorite old switchmen's lantern now made of stainless steel but with traditional styling. Standard issue on the S.D. and A.E. and Santa Fe.

The STARLITE 222

Basically, it's the popular old Adlake switchmen's lantern, but now in modern tough plastics with modern styling. Standard issue on the Union Pacific.

The STAR Car Inspector's Lantern

A high power beam lantern with a tilting base. Focussing beam, very tough construction.

 **10% DISCOUNT for PSRMA members! Show your membership card.**

EVERYTHING TRAINS! Gift Shop

In Car 5601, PSRMA Embarcadero Exhibit

Harbor Drive, 1/2 block north of Broadway, San Diego

Honor Roll

WILLIAM O. GIBSON, noted Santa Fe historian, has donated several framed photos of locomotives from his extensive collection. Look for them soon at the La Mesa Depot Museum.

DON WRIGHT donated four U.P. calendars that are now in use at our various facilities.

TOM DUSH donated heavy ropes and miscellaneous supplies useful at our Campo Museum project.

MIKE PEARSON donated plans of C.& N.W. Railway stations and company buildings.

R. KEEFER donated several old "Official Guides" and miscellaneous Union Pacific memorabilia.

PAUL GOLDSTEIN TRUCKING CO. donated substantial truck and trailer time to the moving of #104, #050, caboose #2286 and the D.& R. cars.

J. & K. TRUCKING CO. worked at a considerable discount in the moving of #104 and the D.& R. cars.

CABRILLO CRANE AND RIGGING CO. donated \$4,000.00 worth of heavy duty crane time moving #104 and #050.

MONSON TRUCK CO. of National City, loaned us two large forklifts for the caboose move.

GEORGIA PACIFIC CORP. of National City also loaned us a pair of forklifts to raise the other end of caboose #2286.

JOHN HANSEN HOUSEMOVERS gave us a greatly reduced rate for two days of work moving #104 and #050.

DALEY CORP. donated the use of a flatbed trailer for the D.& R. move.

FONTANA CRANE SERVICE donated the use of a 80 ton capacity crane to load and unload the D.& R. cars.

SOLANA LUMBER CO. has allowed us to use their spur track for #104 and #050 and loaned us a forklift to expedite work on the pilot of #104.

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.

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