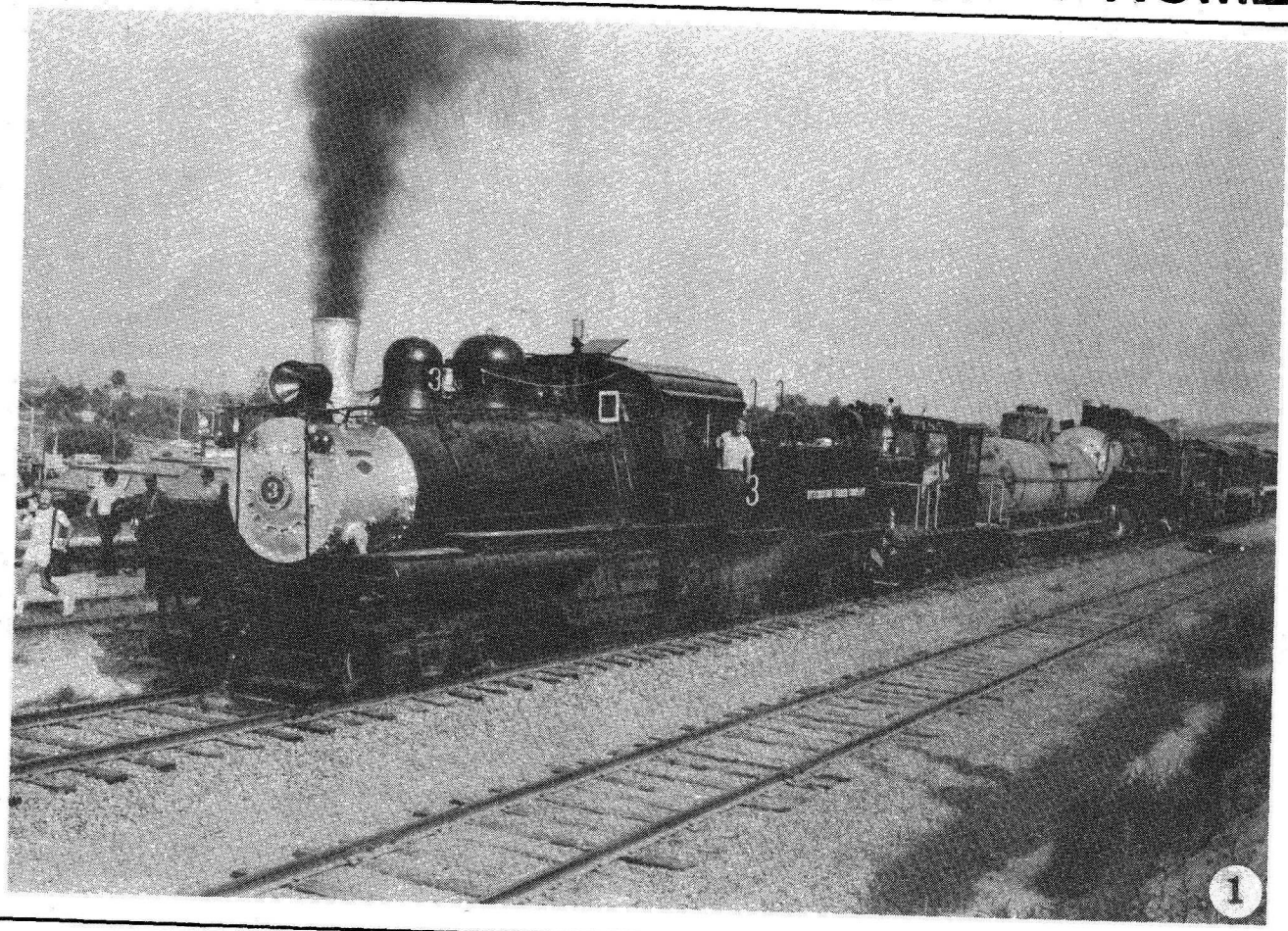
Jul-Aug.'83 **REPORT** No. 187

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

MUSEUM MOVES ITSELF TO NEW HOME



PSRM EXTRA 3 EAST !

800 MILES ON A MOUNTAIN RAILROAD !!

PSRMA moved eighteen cars and locomotives to our Museum at Campo between July 30th and August 7th. It was a railroad adventure without equal in the West, if not the world! Two elderly locomotives from the Museum collection manned by the usual PSRMA volunteers moved the Museum rollingstock collection fifty miles over two different railroads, up a steady 1.4% grade and across an international border, covering over 800 miles in ten round trips. Many professional railroaders in San Diego (all non-members) said we'd never make it. Wrong again! This issue of REPORT contains the details of our greatest adventure!

"THE GREAT FREIGHT" OUR GREATEST ADVENTURE

PSRM TAKES ITSELF HOME !

The burning of two bridges in Carriso Gorge on the SD&AE June 18th set in motion the most incredible railroad adventure that any railfan could ever hope to be part of. This trigger event put PSRMA out on a limb when the freak brush fire left all the SD&AE locomotives we needed to haul our equipment from San Diego to Campo stranded on the wrong side of the mountains.

With the switch to the Museum now in and more than a thousand feet of track installed on our property, PSRM was all dressed up with nowhere to go. Where could we get locomotives to haul our elderly engines and cars to their final home? Half in jest, the officers of PSRMA suggested using our own antiques to haul the Museum train ourselves. Our 100 ton three-truck Shay might make it if we doubled or tripled the long climb in Mexico. Someone mentioned our other serviceable engine, tiny #7485, a mere mite of 45 tons, recently leased to San Diego Trolley as a shop switcher. Everyone laughed! We laughed real hard then got down to business and seriously looked at the possibility of steaming the Shay to Campo.

Number 3 was in pretty good shape and had the tractive effort to theoretically haul the eighteen cars of our proposed consist up the 1.4% grade in Mexico in one shot. How about water and fuel consumption? Careful calculation were made. Old-timers on the SD&AE were interviewed about the old steam days. Watering possibilities along the fifty mile route were investigated. Fuel oil logistics were explored. The results indicated that the 1923 sidewinder could do the job if we took care to cover all eventualities. It would be tough, but the idea was so exciting that it spurred us on to tackle the really tough part of setting up such an operation: negotiating with the railroads!

There would be liability problems. Insurance companies would be involved. What problems would we have dealing with the officials of the Mexican government owned Tijuana & Tecate Railway? What about U.S. and Mexican customs and immigration hassles?

Museum President Jim Lundquist took on the main load of making all arrangements and working his way through the red tape. The first place to start was at the superintendent's office of the T&T Railway in Mexicali. Mexican approval of the special move was granted with a single phone call! Museum Treasurer Harry Doering took a day off from his regular job to drive to Mexicali to get the written permission and then hand delivered it to the yard office of the SD&AE.

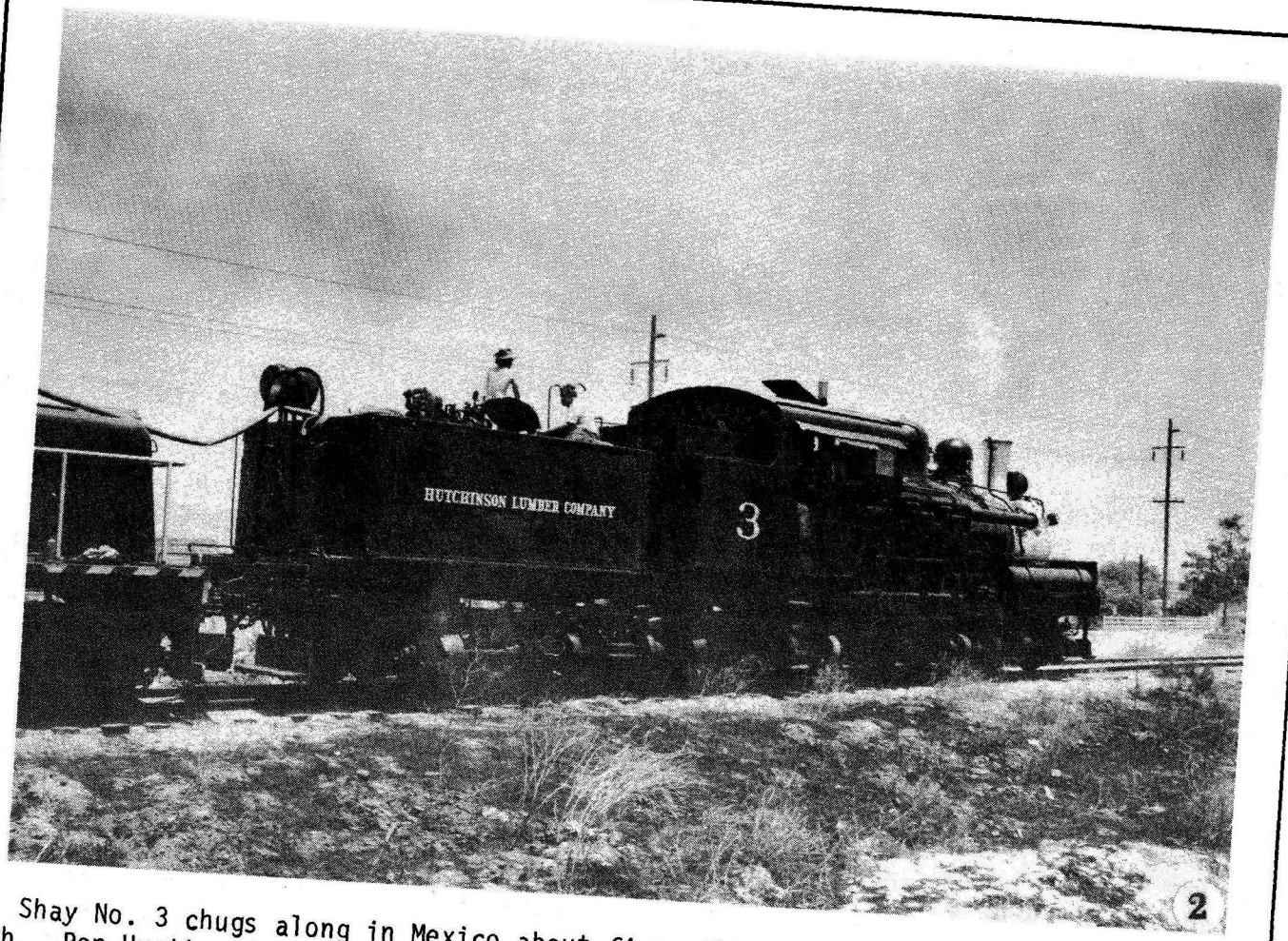
Meanwhile, Shay #3 sat in the SD&AE yards in San Diego with its drive train out in anticipation of being towed to Campo. With the Mexicans now on our side, the PSRMA mechanical department jumped into action and in two weeks had the 1923 Lima product put back together. Ken Helm, John Ashman, Dan Robirds, Brian Valleau, Ron Hyatt, Shawn Eriksen, Scott Thompson, Dale Prescott and Dick McIntyre jumped on this project as most of the PSRMA regulars started to get steam fever!

Five million dollars liability insurance required by the SD&AE was the next hurdle. Jim Lundquist, Bob Kern, and H. C. "Chop" Kerr participated in these arrangements. The Mexicans didn't ask for special coverage to operate on the forty four miles of the T&T Railway. But the six miles from the border to Campo cost PSRMA $2500.00 to cover the insurance requirement. Jim, meanwhile, had found out that customs required only a phone call to check us across the border when we arrived at Campo.

Now everyone was getting pumped up. It was the middle of July and everything seemed to be falling into place to pull ourselves up the mountain with steam power. Incredible! Everyone expected a snag to develop and sure enough something happened to put off the big day for two weeks.

We had asked the SD&AE for two flatcars to serve as idlers for the 80 foot long boom of our self-propelled railroad crane, but they didn't want to risk any equipment in Mexico with the railroad shut down. It seems there is also a dispute between SD&AE and the T&T Railway over some unpaid freight charges that made the SD&AE reluctant to send any equipment south of the border.

COVER PHOTO: TV cameramen scramble as our 1923 Shay starts the heavy Museum train rolling toward the border and the adventure of a lifetime. (Andrea Hill photo)



Shay No. 3 chugs along in Mexico about five miles south of the border on July 30th. Ron Hyatt and Dale Prescott man the pump on the tender deck as #3 takes on water from the tender of #104 just behind. (photo by Andrea Hill)

The Museum mechanical troops jumped in again to take the boom apart and load it in our gondola. Jim Lundquist, Ken Helm, John Ashman, Jim Hamill, Henry Lines, and Dale Prescott did the wrench work. Wally Barber loaned his tractor trailer rig to haul the boom components from one end of the SD&AE yard to the other and Vearl Shelman loaned his crane to do the heavy lifting. This chore was quickly done as the crew was eager to overcome all obstacles to getting our equipment rolling at last to Campo.

To further heighten our anxiety, there were reports on the news of a brushfire near Tecate only twelve miles from our Museum. There have been fourteen brushfires in Mexico between San Diego and Campo since the first of the year. Any one of them could have burned a bridge on the Tijuana and Tecate Railway forever sealing off rail access to our home in the back country of San Diego County. The idea of trucking locomotives to Campo was the spur to get underway one way or another as soon as possible.

While the crane work was going on, the SD&AE assembled our locomotives and cars in the requested marching order in the transfer yard just north of the yard office. Caboose #1413 and the cars at the La Mesa Depot had been picked up a week earlier as was diesel #7485 from next to the San Diego Trolley car barn. Our freight cars and the two big military diesels were already stored in the yards along with #104 and private car #050.

Once assembled, our strange lashup was hauled fifteen miles to the border at San Ysidro on the tracks of the San Diego Trolley between 1:30 and 4:30 a.m., the only time the trolley company isn't on the railroad. The yard at San Ysidro is secluded and very dark at night causing us some considerable security worries. Member Manny Lopez, who runs a guard service, was hired to keep an eye on things for us at night with George Parish and Jim Hamill watching in the daylight hours for the week before the big roll. Many other members stopped by during the week to see the Museum collection gathered together

in one train for the first time ever.

As train time approached, many members were taking care of the tremendous logistics load required to support such an unusual move. Extra sand for the locomotives, brake shoes, coupler knuckles, brake hoses, journal oil, tools and miscellaneous hardware was brought down from Campo by Larry Rose and stored in the Army kitchen car which was to serve as tool car for the adventure. Terry Durkin contributed chain, brake shoes and packing hooks to the effort. Norm Hill, Dick McIntyre, John Ashman, Wally Barber, Scott Thompson and Ken Helm also stocked the tool car with oil cans, jacks and spare locomotive parts.

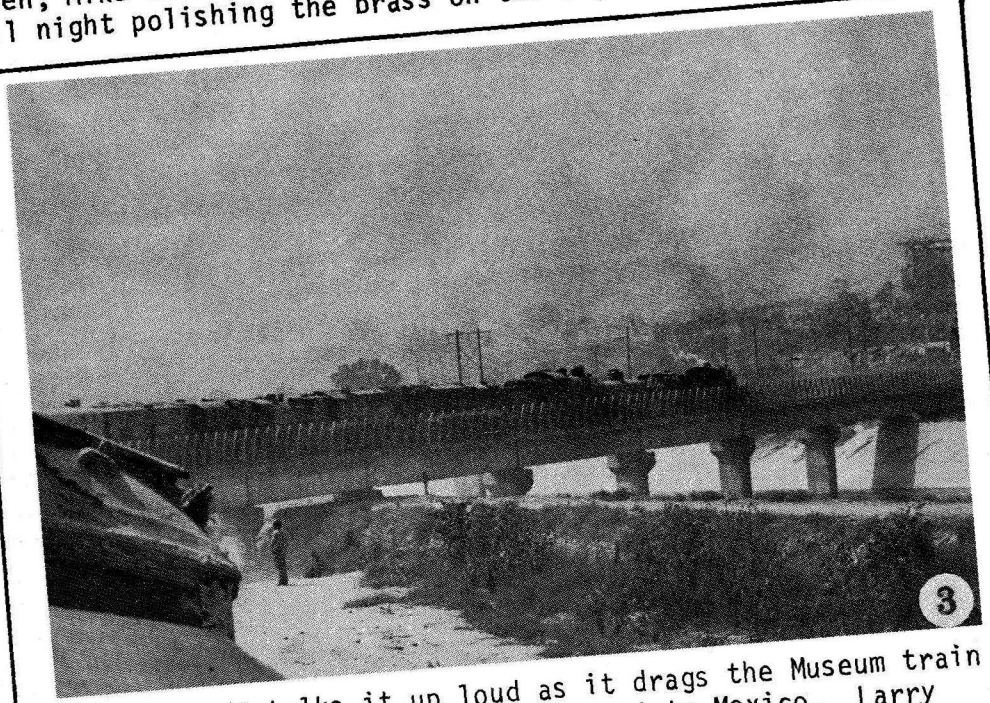
A chase group was also organized to run parts and errands as might be needed in Mexico in case of a breakdown. Harry Doering, Jim Hamill, Dick and Cliff Pennick and Bob and Linda DiGiorgio led the motorcade backup group. Jim Lundquist kept the train crew and chase group in touch with radio handsets borrowed from the San Diego Trolley. Everyone else with a scanner tuned to the trolley frequency also listened in as the great adventure unfolded.

The San Ysidro yard was a bustle of activity on the Friday night before the move. The steam engine crew lit off No. 3 early so they would have all night to make final adjustments to lubricators and appliances. Steam came up without incident and the crew shut down to get a little sleep about midnight. The rest of the crew showed up at various times during the night and early morning, stocking the kitchen on #1509, oiling journals and taking care of last minute details. Tom Dush, who works for the fire department in San Diego, was fire control officer and helped set up the water pump and hose to keep the Shay's tender full. Our tank car and the tender of steam #104 had been filled earlier, giving #3 25,000 gallons of water on board to make steam with.

Museum board members and staff heads were invited to come along at their own risk understanding that anything could happen and that we may be on the road for days if something should break down. Ann McVeagh, Nick Nichols and others kept the crew fed. Roy Pickering was on hand to video tape the proceedings on board the train.

Engineer Ken Helm and fireman John Ashman were up early (They couldn't sleep anyway!) to build a roaring fire in the Shay. The relief crew of ATSF engineer Terry Durkin, SD&AE engineer G. B. Dyreng and SDT operator Jim Lundquist showed up early also as did the rest of the Museum mechanical troops: Dick McIntyre, Arn Hunsberger, SP engineer Ron Kinum, Ron Hyatt, Shawn Eriksen, Mike Reading, Henry Lines, Dale Prescott and Dan Robirds. Scott Thompson had been up all night polishing the brass on the engine and had the locomotive standing tall for the TV people and rail photographers who also showed up at first light.

The assembled Museum equipment had to be the most unusual mixed train ever seen. The consist behind Shay #3: 45 ton diesel #7485, GATX tank car #79923, SD&AE 2-8-0 #104, MRS-1 #1809, MRS-1 #1820, E. J. Lavino 0-6-0T #10, Coos Bay Lumber 2-8-2T #11, U. S. Army G-10 (the tool car), U.P. coach #576, U.P. diner #4054, Amtrak Pullman #2310 the "Boca Grande" (owned by John Baldwin--a future acquisition!), ATSF cafe-obs. #1509, ATSF boxcar #276594, ACY box-



Shay #3 talks it up loud as it drags the Museum train across the Tiajuana River two miles into Mexico. Larry Rose took the photo from the caboose.

car #3024, 40 ton Navy crane, ATSF gondola #72312, SD&AE private car "Carriso Gorge" #050, and ATSF caboose #1413. The oldest piece in the lineup was #104 built in 1904, the newest: Amtrak #2310 built in 1956.

At 10:00 a.m. on July 30th #3's steamboat whistle announced to the gathering throng that some serious railroading was about to get underway. (An extensive air test had held the departure up as an air leak had to be hunted down and fixed at the last minute.) Loud stack talk indicated a heavy train as Ken Helm throttled back to start a one way trip with no turning back. Jim Lundquist and Dan Robirds on #7485 opened the throttle also to provide what assistance could be had from the 300 h.p. 45 tonner. After a brief ceremony at the border gate PSRM Extra 3 East was underway for better or worse on the railroad adventure of a lifetime.

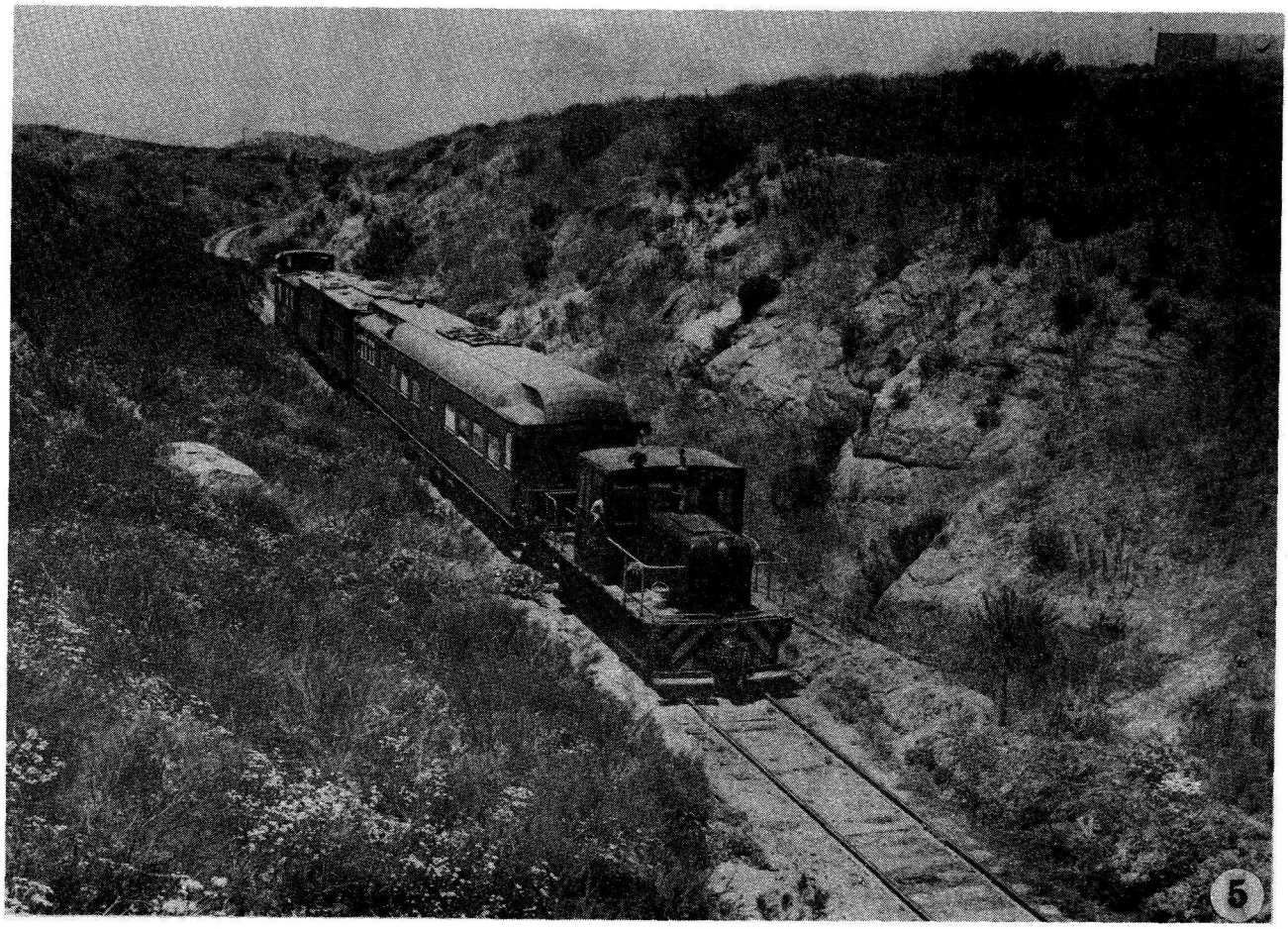
The first few miles were up a 0.4% grade, the flattest portion of the route. As the line twisted through the industrial area of Tijuana, #3 kept up a steady pace of about six miles per hour. The mellow deep throated voice of the old steamer woke up the town as numerous grade crossings were encountered in the first five miles. The locals were astounded and large crowds soon lined the route to gawk and wave. As the grade steepened the Shay never faltered; it just got louder.

Eight miles south of the border the train suddenly ground to a halt with the only serious mechanical problem of the trip. The Johnson bar snapped at an old weld that had not been detected during the restoration. This caused a few other bad things to happen to the drive shaft below cylinder one. Dick McIntyre, Arn Hunsberger, John Ashman and Scott Thompson worked on the problem and managed to get #3 going on two cylinders! The train was broken up and moved a mile ahead to a small yard at Garcia where the hardworking Shay limped in and tied up for repairs. The Johnson bar was welded back together but other problems such as a busted yoke casting led to the decision to drop the fire after several hours of knuckle busting wrench work. The disappointment was severe but there are no quitters on the PSRMA crew!

The stage was now set for the real hero of this yarn to step forward and save the day. It was decided to continue on to Campo, still more than forty miles away, with tiny #7485 shuttling a few cars at a time up the constant 1.4% grade that begins a few miles from Garcia. Now we were really sticking our necks out and railroading by the seat of our pants!



This photo illustrates how small #7485 really is. It can hardly be seen as it stops for a breather at Redondo, an old watering spot in the days of steam, with #1509, the tool car and caboose #1413 in tow. The old tank car is gravity fed from a nearby spring and provided cool water for the crew and chasers on a hot and dusty Sunday morning. (L. Rose photo)



With Dan Robirds and Henry Lines sharing throttle duty Extra #7485 East works up-grade between Rita and La Puerta on the morning of the last day of July.
(Brenda Bailey photo)

After servicing, fueling and a little switching, Extra #7485 East got underway just after dark with the U.P. coach, the U.P. Diner and the Amtrak (ex-Seaboard) Pullman in tow. The three car lash-up had to struggle to get as far as Redondo so the Pullman was left on the main while the two U.P. heavyweights were hauled to Tecate. The steam crew stayed behind and sacked out on the Pullman until the #7485 returned for them about 2:00 a.m. Sunday morning. It was decided not to cross the border at night if avoidable because of the $230.00 customs fee for a special off-hour inspection at Campo so the yard at Tecate became our night staging area for round trips to Garcia.

#7485 arrived in Garcia to get its second train at 7:30 Sunday morning with Jim Lundquist at the throttle. #1509, the Army kitchen car and caboose #1413 were switched out and assembled on the mainline. #7485 then pulled onto the Garcia team track to be fueled from two drums on the back of Jim Hamill's truck. (Jim had to buy the diesel in San Diego because the Mexicans won't sell it to non-Hispanics.)

All the crew still on hand enjoyed breakfast served up by Nick Nichols in #1509 as #7485 got underway for our first daylight trip up the hill. Norm Hill, project boss for the restoration of ATSF caboose #1413, especially enjoyed the trip in the cupola of his favorite car. The iced water cooler installed in the old shack's immaculately restored interior was well utilized as the temperature was in the high nintys before noon, about the time the train rolled into Tecate and stopped in front of the depot.

Most of the PSRMA people who rode up during the night on the U.P. cars had gone home and missed the big event when #7485 continued on becoming the first Museum train to make it to Campo. Arriving about 2:30 p.m., the gutty little switcher had averaged about six

miles per hour on the constant uphill grind and was honored as the first piece of PSRMA equipment to roll onto the Museum grounds on its own wheels.

Bob Hoffa's Campo Auto Service was the source of diesel fuel for a series of forty mile round trips between Campo and Garcia which was to continue for another six days. Bob also loaned us an electric pump to quickly empty our fifty gallon drums into #7485. The pickup trucks of Larry Rose, Jim Lundquist, Jim Hamill and Dan Robirds did the hauling of fuel, oil, sand and parts as the mechanical foot troops carefully serviced our 300 h.p. midget locomotive dubbed "The Ant" by Norm Hill as it continually hauled three or four times its own weight up a seemingly impossible grade.

Ron Hyatt, Shawn Eriksen, Scott Thompson, Dan Robirds and Terry Durkin provided the crew during the week as the passenger cars in Tecate and more engines and freight cars were hauled up from Garcia to decorate the yard at Campo. Thursday, we were asked to lay off because the President of Mexico was to tour the line from Tecate to Tijuana. The Mexicans take good care of the T&T Railway, keeping it in much better condition than the SD&AE. This tour says much about how concerned they are for for its future.

Thursday night we were back in business as Larry Rose, Dick Ruppert, Jim Lundquist, George Parish and Jim Hamill showed up to provide a relief crew for the guys carrying the mail during the week. Ken Helm, John Ashman, Landon Markwith, Dale Prescott, Dick McIntyre, Geoff Shepherd and Henry Lines arrived Friday and Saturday to add more backup troops to the mechanical department and the support group. Dick Ruppert served as brakeman and cook during the adventure and Paul Bortell also did kitchen duty as the PSRMA regulars pitched in wherever there was a need.

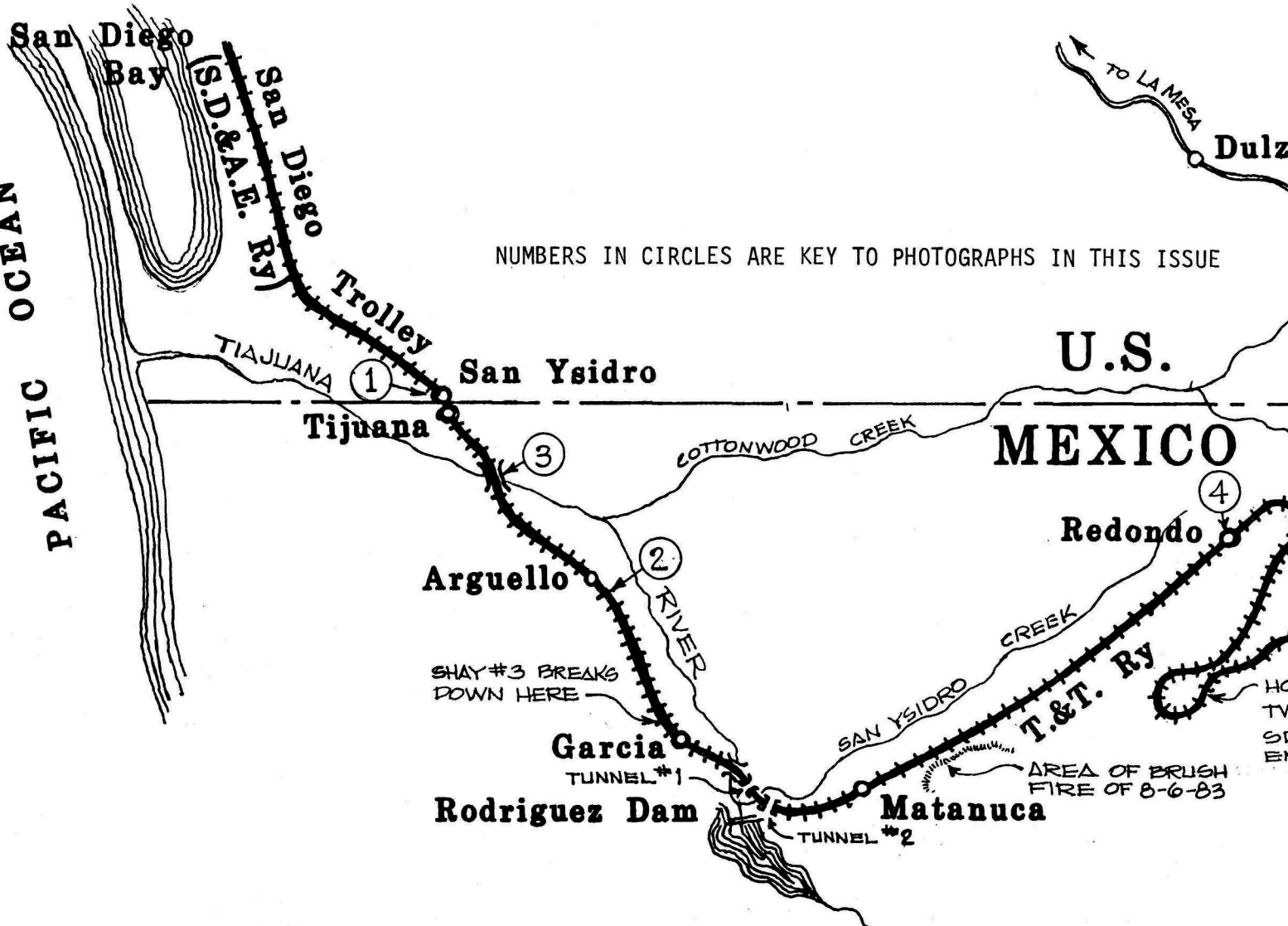
Jim Lundquist, Henry Lines, Dick Ruppert and Co. handled the Friday afternoon train. Larry Rose, Ron Hyatt and Shawn Eriksen had the night run and Ken Helm, John Ashman, Dan Robirds and associates ran the day train Saturday hauling up the Shay. The PSRM air conditioned bunk room was in use night and day disturbed only for crew call and the dinner gong as the museum volunteers worked around the clock for four days.



#7485 is being serviced for a night run amid the lengthening shadows at the Campo depot Monday, August 1st. Its been more than thirty years since this station saw a passenger car. There were five here when Larry Rose snapped this picture.

The most exciting trip of the 800 mile marathon started in Tecate Friday night when Jim Lundquist's crew rolled in and tied up with the "Carriso Gorge" and E.J. Lavino #10 in tow. The relief crew of Ron Hyatt, Larry Rose and Shawn Eriksen began servicing the engine as Jim and Co. headed back to Campo by car for beans and bed. The assignment was to get underway within thirty minutes to Garcia to pick up the SD&AE #104, the heaviest single load in the collection.

Departure was delayed more than two hours as a severe oil leak was discovered and fixed before #050 and #10 could be switched into the Tecate house track, hardly the way to start what promised to be our toughest haul. #7485 finally got out of Tecate at midnight running light to Garcia. While rounding the horseshoe curve at the top of Redondo Valley



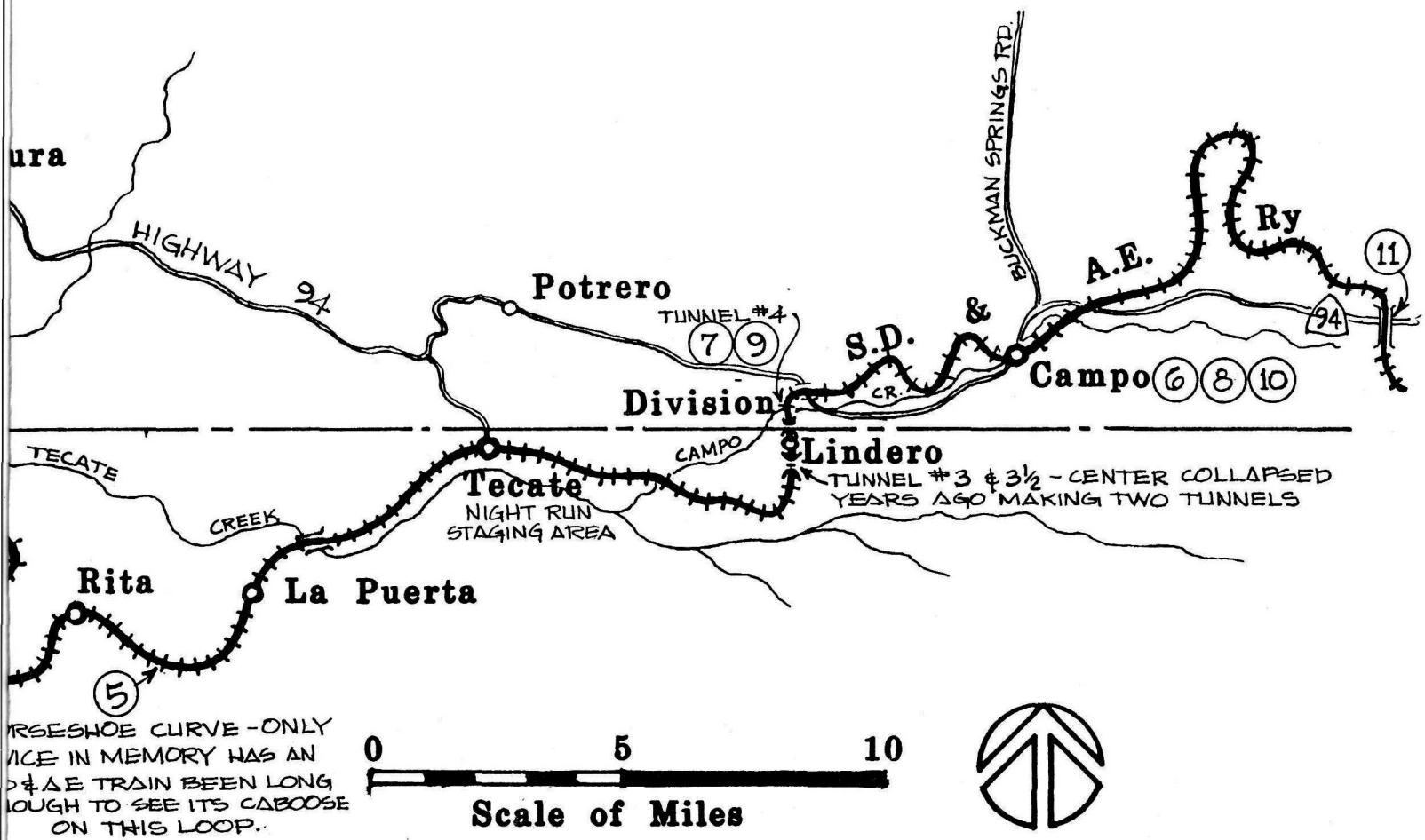
NUMBERS IN CIRCLES ARE KEY TO PHOTOGRAPHS IN THIS ISSUE

THE ROUTE OF PSRM EXTRA 3/7485

the crew noticed the orange glow of a brush fire at the west end of the valley in the area of Matanuca. It took another thirty minutes to discover that the fire was raging within a few feet of the tracks along a quarter mile front. All this time a spectacular thunder and lightning show accompanied #7485 but not a drop of rain fell to douse the blaze. The crew was beginning to feel snake bit!

Ron Hyatt, in the right hand seat at the time, throttled down to assess the fire situation and it was decided to blast on through before the fire jumped the tracks. Arriving in Garcia around 2:00 a.m., the crew quickly switched out #104 and tacked on the GATX tank car for extra brakes just in case. Shawn Eriksen waved the highball at 2:30 and the sanders had to be used just to get the heavy train started. The ponderous #104 was obviously going to be #7485's most severe test. Just then, the thunder and lightning intensified and it started to pour! More sand and a wide open throttle finally got us rolling at a snappy six miles per hour and the windshield wipers worked perfectly. Even more important was how the rain put out the brush fire and was beginning to really help us in other ways.

Other night runs with lighter loads had featured exhaust stacks glowing cherry red with each spouting two foot rooster tails of fire. Overheating was a constant worry and many stops were made to cool down. But that night, the Lord wanted to get #104 to Campo and provided three and a half hours of driving rain to keep #7485 cool for the duration of its toughest climb. Halfway to Redondo, a tremendous lightning bolt went to ground on the track ahead only a quarter of a mile away. The thunder clap rattled the doors and



EAST "THE GREAT FREIGHT"

windows of the forty two year old "ant" and the white flash bulb light illuminated the face of #104 that continued to rumble along behind us like a big siver smiley button.

The heavy rain in August is more than just rare in Southern California; it's unheard of! And it couldn't have come at a better time. At 6:00 a.m. #7485 rolled through Tecate with engines purring at 3/4 throttle running cooler than it ever had! The rain stopped as #7485's three-chime Nathan got the train safely through the last of Tecate's many grade crossings. The crew enjoyed a beautiful Saturday morning sunrise while approaching the border and were bathed in full sunshine as they rolled out of International Tunnel and across the first bridge over Campo Creek. The last six miles to the Museum were pure heaven for a railfan. It's a shame only three people were there to enjoy it. Hot damn, what a train ride!

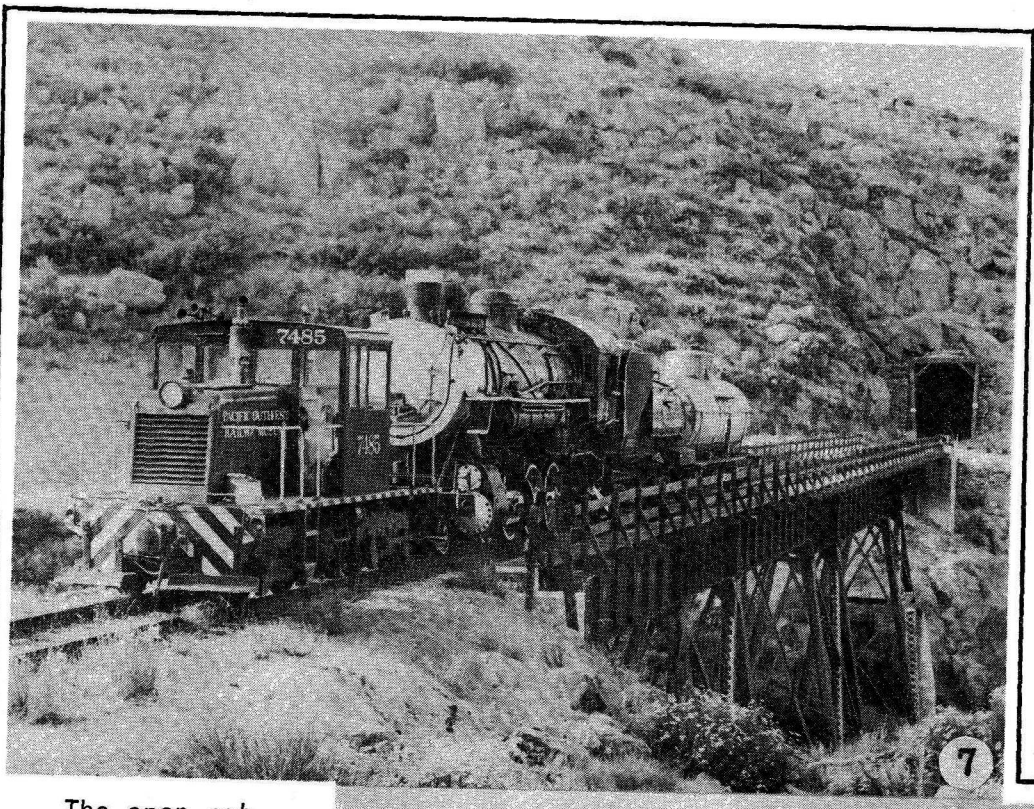
John Ashman and Ken Helm were waiting at the depot as #7485 spotted #104 right in front, ending a journey that began eight months ago in an isolated fairgrounds plot almost ninty rail miles away. It had travelled over three railroads (four, if you count the trolley, five, if you count PSRM!) to get to Campo and its arrival was extremely satisfying to all involved. A tired but happy crew checked into the bunkroom at the car shop as Ken, John and crew serviced #7485 for a daylight run to Garcia to fetch Shay #3.

Ken and John's crew had no easy time of it either, as the 100 ton geared engine also got #7485's full attention on the steep climb east of Redondo. A loaded boxcar on the end didn't help but the little G.E. product continued to perform beyond its design capacity.

By Saturday evening only two trips were left down to Garcia, MRS-1 #1820 and the crane and its gondola of parts. It was decided to take two crews along and move both loads to Tecate during the night with the relief crew catching a nap on the floor of #7485 or the cab of #1820 during the slow crawl up the hill.

Jim Lundquist, Henry Lines and Dick Ruppert started out with Ron Hyatt, Larry Rose and Shawn Eriksen again as the second crew. Jim and company hauled the crane and ATSF gondola up first and shoved them into the Tecate house track behind #050 and 0-6-0T #10 that had been left there the day before. The relief crew picked up the last load at Garcia, engine #1820, and rolled straight through to Campo. The first two crews then grabbed a few winks in the bunk house as a third crew of John Ashman, Dan Robirds and Dale Prescott made the twenty four mile round trip to Tecate to get the crane and gondola.

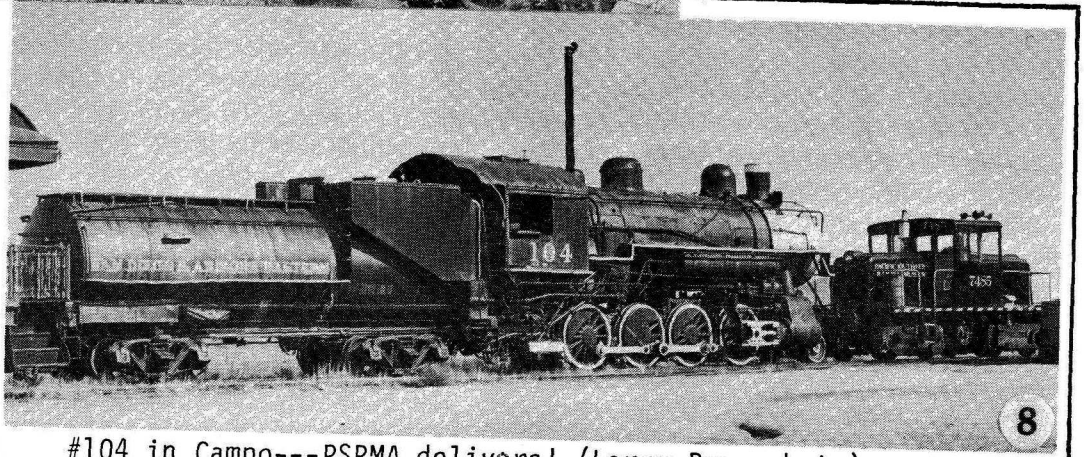
This set the stage for the last trip into Campo and all PSRMA members and their families who were on hand climbed aboard caboose #1413 for the three hour trip to Tecate and back. Riding in our beautifully restored Santa Fe shack on the last train of PSRMA's most incredible adventure was the highlight of a week of railroading that will be forever remembered by those who were there. There was champagne on ice in the caboose and the corks were popped upon arrival in Campo as a celebration seemed in order.



7

A bunch of weekend railroaders had just completed operating trains powered by museum pieces, unhindered, over 800 miles on two mountain railroads in two countries! A significant achievement for an all volunteer museum association. PSRM Campo is now firmly established with the bulk of our collection on the property. How it got there was not as we planned it but how we dreamed it should happen. Norm Hill probably said it best as he rode in the cupola of #1413 halfway up the hill out of Redondo: "I hope nobody wakes me up because this is one dream

The open cab door indicates the quick exit of Larry Rose, who jumped off and scrambled across the bridge at International Tunnel to get this shot of #7485 with #104 and a tank car in tow. The border is inside tunnel #4, 28.5 ft. from the west end of the 598 foot bore.



8

#104 in Campo---PSRMA delivers! (Larry Rose photo)



The last section of "The Great Freight" rolls across the bridge at International Tunnel bound for PSRM Campo, six miles distant. This bridge still wears its original paint and lettering "Llewellen Iron Works" applied in 1915. For a photo of this bridge under construction see REPORT #170, December 1980, page 5.

I wouldn't miss for anything!"

The performance under heavy pressure by all involved was magnificent. Here is the honor roll:

THE TRAIN CREWS AND MECHANICS

Jim Lundquist
Ken Helm
John Ashman
G. B. Dyreng
Terry Durkin
Ron Kinum
Dan Robirds
Ron Hyatt
Mike Reading
Dale Prescott
Shawn Eriksen
Scott Thompson
Larry Rose
Dick Ruppert
Dick McIntyre
Arn Hunsberger
Landon Markwith
Henry Lines
Duane Leal
Norm Hill

FIRE CONTROL

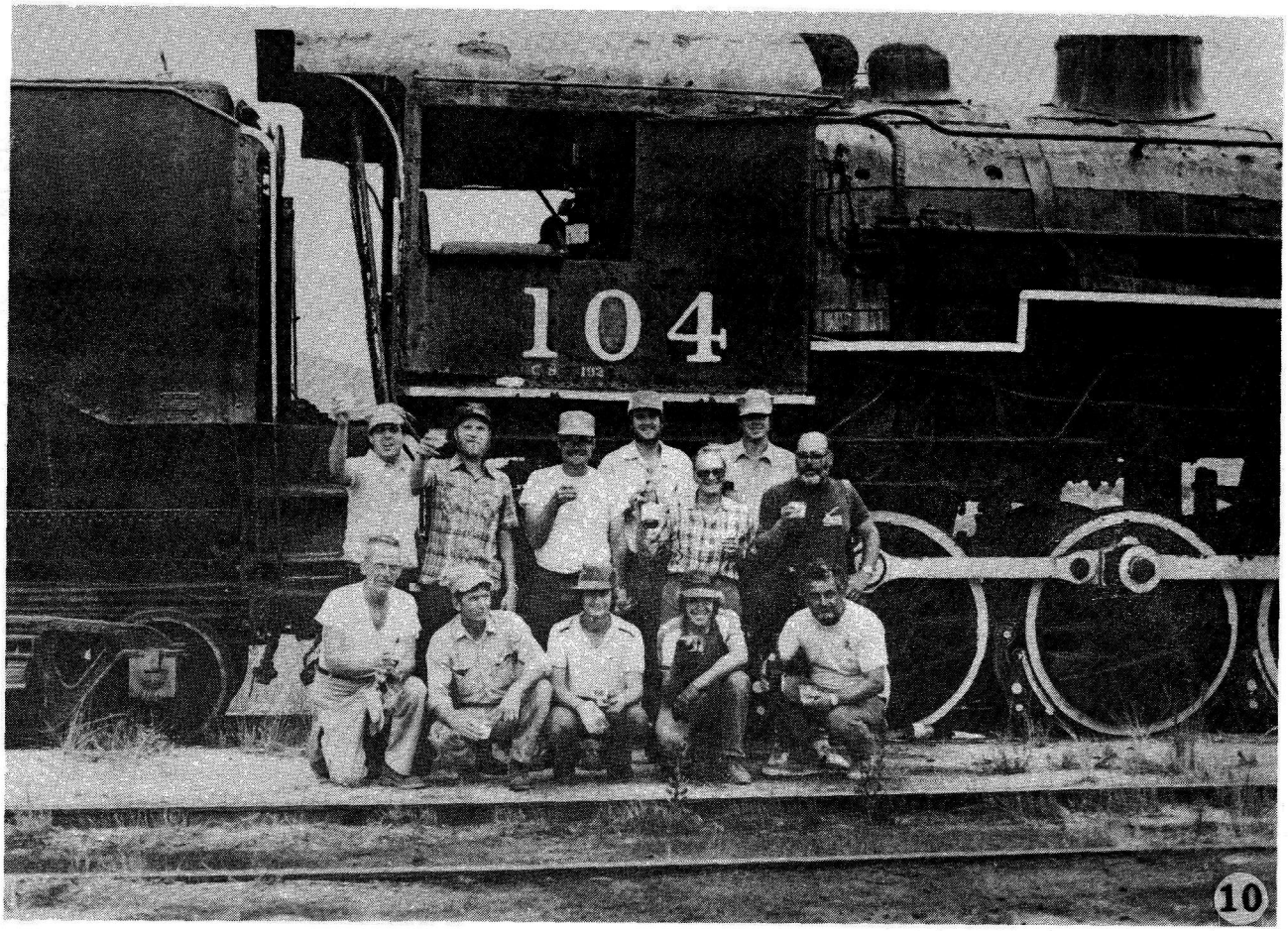
Tom Dush
Mel Medhurst

THE SUPPORT GROUP AND CHASERS

Jim Hamill
Harry Doering
Nick Nichols
Cliff Pennick
Dick Pennick
Ann McVeagh
Roy Pickering
John Baldwin
Brenda Bailey
Andrea Hill
George Parish
Paul Bortell
Herb Kehr
Doug Harley
Linda DiGiorgio
Bob DiGiorgio
Geoff Shepherd
David DiGiorgio

FOOD DONORS FOR THE PSRM KITCHEN

Doris Dean	Tanya Rose	Ron Kinum	Geoff Shepherd
Kay Montgomery	Joe & Helen Reuter	Margaret Barksdale	Dick Ruppert



All of the members who were at Campo for the last train on August 7th pose here with champagne in hand before our largest locomotive in celebration of the successful and safe conclusion of a rail adventure without equal. They are: from left, front row: Jim Hamill, John Ashman, Ron Hyatt, Shawn Eriksen and Dale Prescott. Standing: Larry Rose, Henry Lines, Geoff Shepherd, Jim Lundquist, George Parish, Dan Robirds and Dick Ruppert.

Footnotes:

Jim Lundquist and Henry Lines, both San Diego Trolley employees who are issued SD&AE switch keys for their regular jobs, loaned them to the PSRM crews for the duration of the great adventure. Dan Robirds made up a first class "employees" timetable for the special move, issued as Pacific Southwest Railway Timetable No. 1. It was set up in the traditional manner and is sure to become a collector's item.

Special thanks to Tanya Rose our Membership Director, who operated "Rumor Central" at the Rose home. She dispensed up-to-date information to members, the curious, and the news media who were calling constantly just before and during the big show.

Most often heard mumble from the train crews throughout the move: "I can't believe we're really doing this!"

Industrial Archeology
(Restoration News)

by Norm Hill

MOJAVE NORTHERN #3

The work on this fine example of an industrial 1920 era tank engine is drawing to a successful conclusion. A lot of very hard working museum people have turned this engine into a great display. The restoration crew on this project was Scott Johnson, Dick McIntyre, Bill Barbour, Ted Kornweibel, Cliff Pennick, Gary Hepler and myself, Norm Hill. The catwalks have all been replaced and painted. Parts of the engine, such as the bottom of the smokebox and fuel tanks, were stripped, primered and repainted. More piping was cleaned and Scott Johnson painted the-piping during the week. The new steam cylinder jacketing was also painted.

FGEX 56415

The major improvements our group wanted to do on this car during 1983 have been completed. Once again our museum is indebted to our "metal magician" Dick McIntyre for his getting rid of the car's slight "list". Dick installed a steel rod inside the car's ice bunker which assists the car's "tired" wall frame. Cliff Pennick helped Dick. The steel floor frame was stripped and painted. The car's freshly painted trucks, wheels, air tanks and other undergear parts make this car look very presentable. Recently, the car's contents were moved to the Museum at Campo and its floorboards lifted up and then swept. This final cleanup ends an era of the car being the museum primary restoration storage materials car. The people who helped clean our reefer up were Roger Garrett, John Ashman, Gary Hepler, Cliff Pennick, Larry Rose, Jim Lundquist, Jim Hamill, Al Barnier, and Norm Hill.

ATSF 2286

Restoration of equipment at the Museum's new home began on August 6, 1983 with Dick McIntyre beginning to work on our second caboose, #2286. Within hours, four very hopeless steel steps were repaired, a new door lock installed, and a fuel tank removed. This caboose was built for the Santa Fe Railroad in 1949 and it is our goal to take it back to it's 1950 appearance.

"GREAT FREIGHT" CLEANUP

The last few weekends have seen very little restoration due to the need for a lot of good old-fashioned cleaning, dusting, sweeping and mopping, and putting stuff away. Our people cleaned the wooden Santa Fe caboose, the cafe-observation #1509, Union Pacific coach #576 and diner #4054 , the Army guard car, Pullman "Boca Grande" and our most cherished passenger car, the "Carriso Gorge". This grubby but important and necessary task was done by Roger Garrett, Gary Hepler, Norm Hill, Joel Cox, Cliff Pennick and Geoffrey Shepherd.

Working in the "Carriso Gorge" about fifty feet from the San Diego and Arizona mainline this car frequently visited was a good feeling. The car is "home", the SD&AE engine that pulled it is "home" and I feel like I'm home!

MECHANICAL DEPT.

by Ken Helm

The unfortunate breakdown of Shay #3 was a great disappointment to our group of wrench jockeys who worked so hard to get the locomotive ready to steam. Worse than the disappointment were the many rumors flying around as to the extent of the damage. Many "hobby shop specialists" hardly in a position to know the actual story were telling some wild tales that it would take anywhere from several months to several years to get #3 going again! Hogwash!!

Here is the straight story. Three things broke on the Shay. The first was an old weld on the lower portion of the Johnson bar. This was repaired at Garcia. The second problem was a cracked bottom yoke casting of the valve motion eccentric. This is a serious problem but we have replacement parts in the storeroom at PSRM. The third problem

was a cracked piston guide castings caused by running the engine out of balance on two cylinders to get it off the main and into the siding at Garcia. These are small castings which can be welded or recast.

If we had to run the Shay again soon because of heavy pressure for a special move like we just had, for instance, we could have it steaming along with two or three weekends of work.

In addition to the three broken items just described, there are other steam leaks, etc. that we have known about for some time that will also be repaired now that we have time to give the locomotive a good going over before further operation. Also, now that the pressure is off, we can get back to work on coal burning E. J. Lavino #10. The 0-6-0T is not far from steaming and it had a successful hydro test late last year.

Condolences to Mechanical Department regular Brian Valleau, a Navy man who worked so hard to get the Shay ready only to have sea duty for two weeks and miss enjoying the fruits of his labor. Better luck next time, Brian!

MEMBERSHIP NEWS

by Tanya Rose

What a joy to open my mail and see who is joining us and who is upgrading their level of support. I also receive some of the neatest letters. Ed Dougherty, Jr. told me all about his dad (Ed, Sr.) who was a conductor for the New York Central from 1904 to 1949. Ed Jr. "cut his teeth on railroading" and has many memories of the hard as well as glamourous days of the past.

G. B. Dyreng, the SD&AE engineer who helped us in our equipment move to Campo, is now a sustaining member as is the Feinstein family, which puts them among the "hardcore support troops" for the Museum. We are happy to include Bill Garner, a retired railway clerk, who has helped to restore at least six locomotives and has fired SD&AE's #105 and #106. He's looking forward to a chance on the #104 some day.

I am so impressed with the fact that some members (knowing our pressing need for funds) are sending me installments on life memberships. Call me for details (469-3064) if you are interested in doing the same. We sure are appreciative and we're glad to welcome these newest people into the Museum!

REGULAR MEMBERS

David Black
Edward J. Dougherty, Jr.
Harry La Gant
J.B. Herreshoff
Alvin A. Bladorn

CONTRIBUTING

William B. Garner
Henry A. Lines
C. Gregory Barton
The Perry Scott Family

SUSTAINING

Gaylen B. Dyreng
The Feinstein Family

FAMILY

George C., Betsy & Ariana Bramblett
Steve, Stephanie & Andy Seidensticker
Clifford R. & Teresa M. Prather
L.W. & Ruby L. McCleary
Anthony & Olivia Neece
Tom, Dorothy, Greg, Michelle & Marguerite Grifka
Mr. & Mrs. Fred D. Woods
Mel, Doug, Mike, & Ryan Medhurst

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

UNSUNG HEROES - THE #7485 STORY

Mike Reading had a major role in the "Great Freight" adventure beyond helping out with the actual operations. It would be a gross injustice not to tell the tale in a separate article, so here's the story of what happened to switcher #7485 in the last two years.

PSRM leased the 45 tonner to the San Diego Trolley early in 1981 for use as a shop switcher on the new transit line until the overhead power was installed. After nearly a year of work, the SDT crew got underway one morning without proper warm-up and broke the oil pump. They didn't notice the pressure gauge drop and soon burnt up engine #2. Part of the deal with the trolley people was to fix anything they broke. Mike Reading, now a diesel mechanic with Hawthorne Equipment Co., was in the right place at the right time and ramrodded the total overhaul of engine #2 putting much of the old Cummins engine back together himself.

The Cummins Engine Co. donated much of the rebuilding and special machine work that was completed only a few months before #7485 became PSRM's star pinch-hitter at the head of ten sections of Extra #7485 East. Mike, with assistance from Henry Lines, got the rebuilt engine going and properly broken in, thinking that it would be towed dead to PSRM Campo and used there strictly as the Museum shop switcher. Little did they know....

Thanks, Mike and Henry, for being key links in the magic chain!

Honor Roll

LYLE MC CULLOCH of Powers, Oregon has donated a beautiful 11x14 photograph of our Coos Bay Lumber Company 2-8-2T pulling a log train in the Oregon woods in 1932. Lyle was a fireman and engineer on our #11 and others and worked for the lumber company railroad from 1925 to 1970 when he retired. He was on the crew that first fired up #11 when it was new in 1929. Look for this photo at the La Mesa Depot Museum soon hanging next to our original builder's photo.

TERRY E. DURKIN donated many tools and locomotive parts to our great freight effort, including a sizeable amount of cash for a total of well over $1,000.00.

FRANK BOSOMWORTH, owner of CREST BUILDERS SUPPLY of Anaheim, has donated doors and custom woodwork to our effort at PSRM Campo and our many restoration programs.

AL BARNIER donated electrical supplies in addition to two weeks of wiring work at PSRM Campo, enabling our carpenters to cover up a lot of naked studwork.

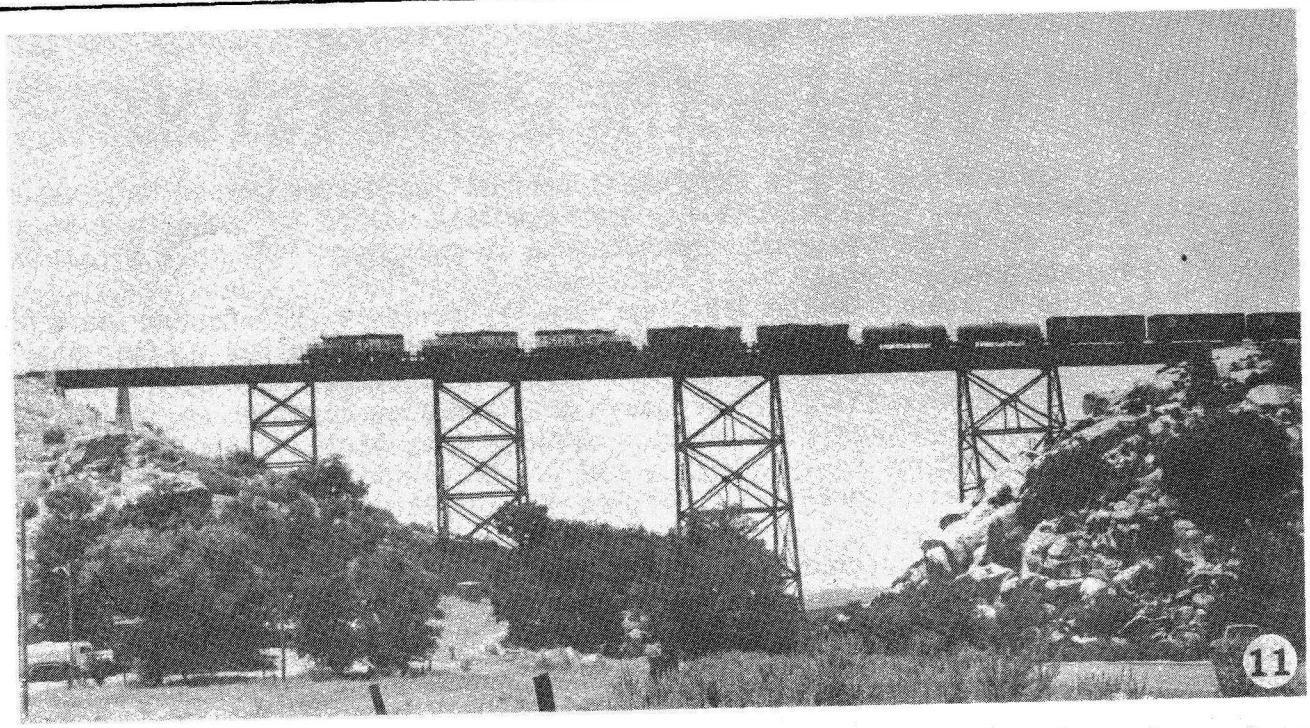
BRAD BAUMAN of Ocean Park, Washington donated assorted pipe fittings and canned food for our foot troops at PSRM Campo.

Notice:

Due to the extraordinary nature of our equipment move to Campo, the regular format of REPORT was not held to for this issue. Regular features will return as usual in our next newsletter. Thanks to all those who have supported the effort staffing exhibits, pumping bucks into Buy-A-Tie or the #104 - #050 Fund and beating the drum for PSRMA. It takes all 1200+ members to make this outfit work and lately the performance has been better than spectacular!

REPORT

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This is the last SD&AE freight train over the hill to Plaster City. Larry Rose took the shot of the 64 car drag on the Campo Creek Viaduct June 18th just hours before the trestle fire ended operations. Member G. B. Dyreng was the engineer and member Tom Brady was conductor. Larry decided to chase the train when it rolled past PSRM Campo because it was the longest drag he'd ever seen on the line, a fact backed up by engineer Dyreng, a twenty year veteran on the line. The next train over this bridge just might be a steam powered PSRM lash up. Stranger things just happened!

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