

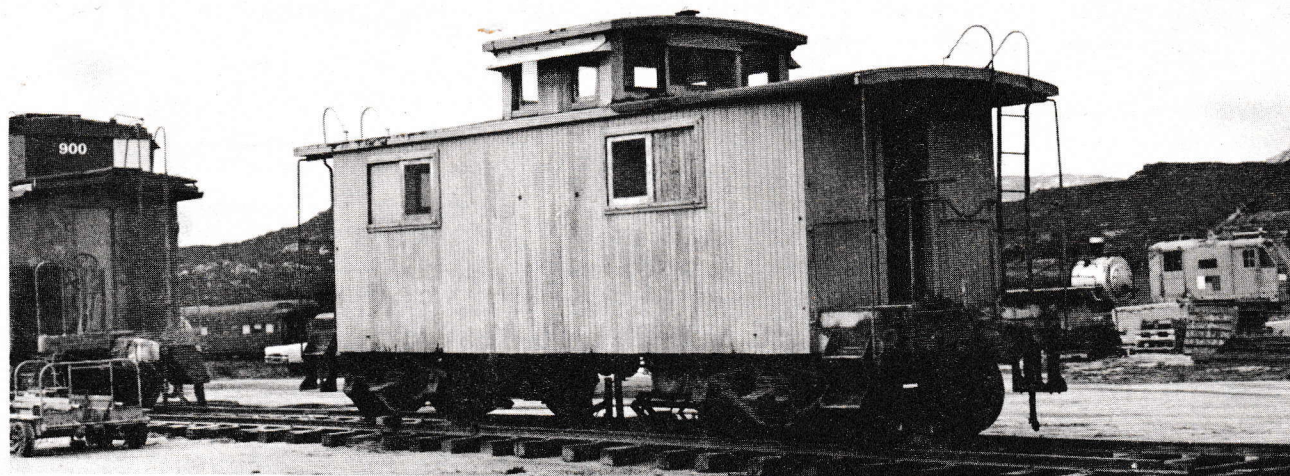
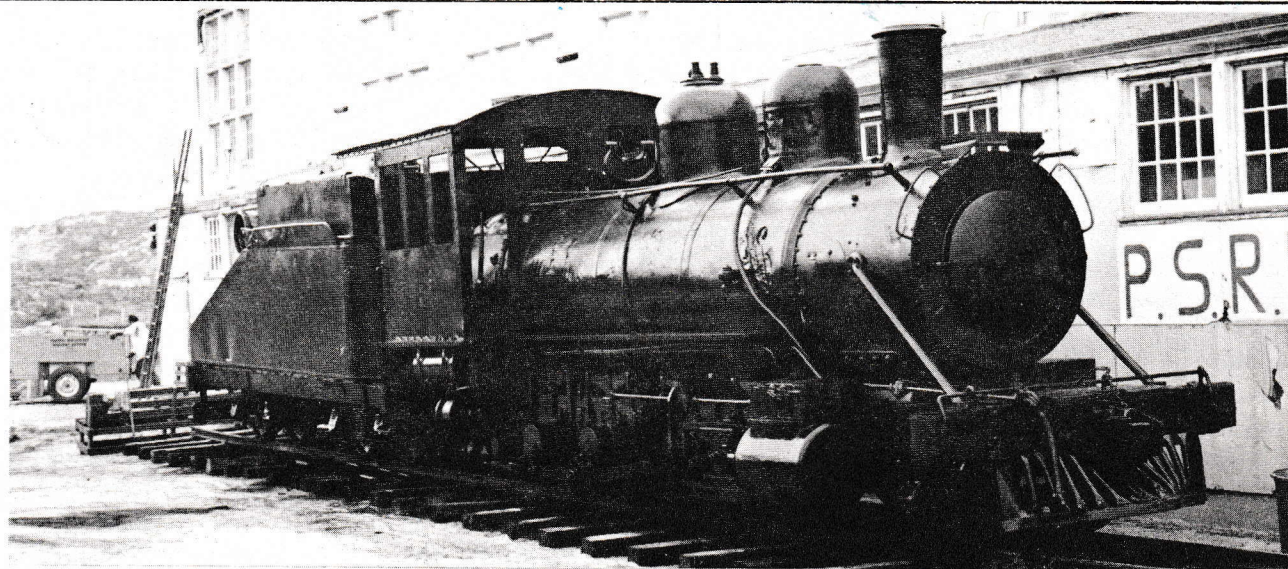


Nov. Dec.'83

REPORT

No. 189

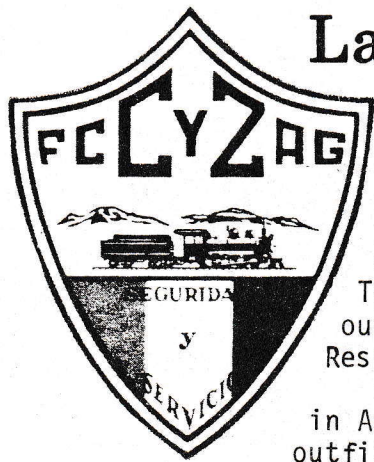
OFFICIAL PUBLICATION of the PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION, Inc.



LOCOMOTIVE, C&O CABOOSE DONATED!

An 1897 three foot gauge steam locomotive and a 1924 Chesapeake and Ohio caboose were donated and delivered to PSRM Campo in November, capping a super year for the Museum. The Baldwin built engine and the C&O "woody" came from different sources but arrived at the Museum on the same day. The details of these terrific acquisitions are featured in this issue of REPORT. HAPPY NEW YEAR!!

(L. Rose photos)



La Máquina Coahuila y Zacatecas Numero Uno Llega En Campo

The first locomotive on Mexico's most famous narrow gauge railroad, the Coahuila y Zacatecas, has arrived at PSRM Campo. The C yZ No. 1 was built by the Baldwin Works in July, 1897 as an outside frame narrow gauge 2-8-0 and is ours courtesy of Specialty Restaurants Corporation of Long Beach.

The old steamer had been on display at a railroad theme restaurant in Anaheim for years, after being purchased from the C yZ in 1965 by an outfit called Early West Railways for a proposed tourist operation in Southern California. C yZ No. 12 and No. 6 were acquired along with the one spot and also went to the restaurant chain when the tourist operation idea fizzled out.

Norm Hill and Larry Rose initiated the first museum contacts and letters of inquiry a few years ago when the restaurant closed and then renewed their efforts last summer when the restaurant was partially gutted by a vandal set fire. Also at the restaurant were two wooden cabooses, sisters to our ATSF No. 1413, and several steel boxcars. All of these were donated along with the old steam engine.

Part of the donation deal was for PSRMA to scrap and remove anything not saved for the Museum. Norm Hill handled all arrangements and supervised the demolition of the restaurant property. The museum foot troops got first pick of all railroad related parts and many truckloads of treasure were hauled to the Museum. Along with brake gear, coupler parts and bearing brasses, PSRMA also got a lot of excellent kitchen hardware and stainless steel counters, including sinks, for our kitchen at the Museum.

The two wooden Santa Fe cabooses were fire damaged, but Norm found a home for the best of them with a local Los Angeles railfan. The second caboose was picked over for parts and demolished. The arch bar truck sets for this caboose were hauled to the Museum in a separate move arranged by Jim Lundquist, who also set up the trucks and crane for the engine move.

Norm and Jim were on hand for the loading of the 40 ton locomotive and member Bob Kittel also was there to play a major role in getting the engine placed on the lowboy trailer. Bob did most of the work in removing the pony truck of the loco, so it would fit on the trailer. This knuckle busting wrench work in tight quarters was performed again in Campo when the engine was unloaded.

Bob was also involved with moving C yZ 2-8-0 No. 12 earlier this year when this engine was also rescued from a restaurant by the San Bernardino Railway Historical Society. No. 12 is now next to ATSF 4-8-4 No. 3751 near the San Berdoo Depot. No. 6, a 4-6-0, is also still in the Los Angeles area, but as far as we know no group has made an effort to acquire it.

Many members were involved in the parts raid at the restaurant in Anaheim. Russ Kimball, Dick Ruppert, and Larry Rose salvaged several electrical panels complete with breakers. Jim Hamill got all of the brasses and wedges from the trucks of the eight box cars. The cars themselves were ruined as museum pieces by the restaurant adaptation but several roof walks, Ajax brake cans and miscellaneous gear was salvaged from them, including several sliding doors. Dick McIntyre and Arn Hunsberger did most of the torch work for the car salvage and Arn's truck mounted A-frame hoist did the heavy lifting.

Jack O'Lexey, the newly appointed Museum Grounds Keeper, also did cutting torch duty as PSRMA cashed in on a rare spare parts opportunity. Harry Doering, Norm Hill, Geoff Shepherd, Bob Kittel and Bob Haney rounded out the crew of parts scroungers as little of value was missed. Toilets, lavatorys and other building components useful to our museum effort were also hauled to PSRM Campo in the museum flatbed truck piloted by Harry Doering.

While the parts raid was going on, another PSRM crew at the Museum was unloading the steam engine that had been hauled out the day before. Ken Helm, John Ashman, Dale Prescott, Steve Wade and Jim Lundquist were all involved in rigging and guiding the steamer

down on three foot gauge rails that had been spiked down by this same bunch a week earlier. A heavy crane and operator were borrowed from our neighbor, Commonwealth Electric, at no cost to the Museum. The arrival of the C&O caboose was arranged to take maximum advantage of this rig. Jim Lundquist set everything up for the unloading act which went off on schedule with no complications.

All of the freebies donated by various companies for this move are acknowledged in the Honor Roll in this issue. Thanks to all the museum grunts who participated in the raiding party and moving of this superior donation by Specialty Restaurant Corporation. Special thanks to Terry E. Durkin for taking care of the appraisal paperwork that had to be done to make this acquisition a reality.

Historic & Technical Data

The British owned Mazapil Copper Company placed the first locomotive order for the proposed Ferrocarril Coahuila y Zacatecas in 1897. The Baldwin Works in Philadelphia turned out the one spot in July of that year and it was used along with sister No. 2 to build the 72 mile long C y Z from Saltillo to the mines at Concepcion del Oro in north central Mexico, a few hundred miles south of Laredo, Texas and west of Monterrey. Narrow gauge was chosen because the Mexican National, connecting Saltillo with the rest of Mexico, was also three foot gauge at the time with no plans to standardize.

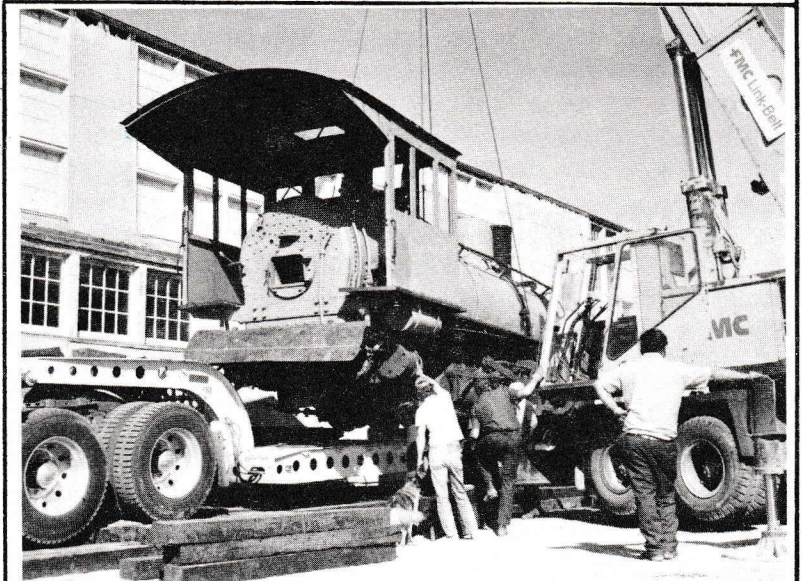
Numbers One and Two were good performers so a third 2-8-0 was ordered from Baldwin and was delivered in March, 1898 in time for the last spike ceremony on the C y Z in April of that year. Nine more Baldwins were purchased over the next fourteen years and many of them, including No. 1 were operated until 1965, when the road was dieselized.

Number One was delivered as a coal burner but was modified to burn oil sometime after WW II. No. 1 was also fitted with dual coupler pockets after the N de M was standard gauged in 1903 and spent the rest of its sixty eight working years as the yard switcher at Saltillo handling both standard and narrow gauge cars along the dual gauge interchange with N de M. For more information on the C y Z and a great picture of our No. 1 in service see "Mexican Narrow Gauge" by Gerald M. Best, Howell North Books 1968.

Here are the vital stats on No. 1, an outside frame three foot gauge locomotive built by Baldwin in July, 1897 as their No. 15435, with 16" x 20" cylinders, 38" drivers, and a weight of 82,420 pounds. The locomotive arrived at PSRM Campo unchanged from its days on the C y Z except for modifications by the railroad mentioned earlier. The usual collectables and most of the cab fittings were stolen by vandals long ago, but can all be replaced with a good scrounging effort.

On the plus side, the locomotive has complete Stevenson valve gear, in fact, everything below the footboards on the engine and slope-backed tender is complete. The boiler is in good shape and our boiler expert John Ashman has pronounced it steamable! There was very little rust damage over the years as the restaurant had kept the engine well painted in many coats of bizarre colors.

The engine came to us in horrendous orange and was sandblasted (except for running gear) and painted a respectable gloss black within two weeks of its arrival. The original pin striping and lettering were uncovered during the sandblasting and a pattern of everything was made by Larry Rose, who will letter the engine at the first opportunity. The preparation and paint crew were Norm Hill, Larry Rose, Geoff Shepherd, Steve Wade and Mark Baryla. Thanks to all who helped the one spot start this phase of its history on a happy note.



No. 1 is shown here being unloaded at the Museum. Left to right are Steve Wade, Jim Lundquist, and Dale Prescott standing by to lend assistance. (John Ashman photo)

1984 EXCURSION SCHEDULE

February 18.....ANNUAL DINNER
February 24-26....Empalme, Mexico
March 17-18.....Puerto Peñasco
March 24-28.....Alamos, Mexico
April 7.....Puerto Peñasco
April 14.....Santa Barbara
April 28-May 6....Copper Canyon
May 26-June 3....Mexico City
Colonial Tour

HOT LINE (619)588-8444

June 16.....PSRM CAMPO BARBEQUE
July 21-22.....Hearst Castle
August (no date yet)...Sierra Railroad Excursion
September (no date yet)San Juan Capistrano
September (no date yet)Harbor Cruise
October 6-14.....Guadalajara
October 27-28.....Puerto Peñasco
November 10-17.....Copper Canyon
January, 1985.....South America

The Excursion Committee has planned and made reservations for all the above trips through July. We have a seat for you! Watch the mail for detailed trip flyers which will arrive soon and will be available at the annual dinner. The Excursion Committee wishes to thank all of our travellers for their support for our 1983 program. We are looking forward to a great 1984. Some surprises on local railroads are being planned for this year. Happy New Year and Happy Travelling!

SUPERVISORS BOOST PSRM

The San Diego County Board of Supervisors at their November 22nd meeting voted to include PSRM in allocations of excess Transit Occupancy Tax funds (TOT) for fiscal year 1983-84. Supervisor Paul Fordem (former Mayor of La Mesa) recommended that PSRM be given \$10,000.00 if TOT collections exceed the budgeted amount of \$750,000.00, as they are expected to do. The supervisors approved Mr. Fordem's motion with the understanding that no monies would be distributed until the excess is actually accounted for. It is expected that these TOT funds will be available in April. The Ramona Pioneer Historical Society is also to receive funds, as the East County museums were considered for the first time for funds that normally go to City of San Diego organizations.

Railroading On The Embarcadero

by Bob DiGiorgio

SO LONG SAN DIEGO---HELLO LA MESA! After almost eight years, our Embarcadero Exhibit closed down in mid-December and moved out to the La Mesa Depot. The move was forced on us by the redevelopment project underway at the San Diego Depot. Tracks connecting the Embarcadero spur behind the old freight building are being torn up and we were in danger of being trapped on isolated track.

The museum's gift shop, still in Amtrak Coach #5601, is now located at Lemon Avenue and Nebo (Railroad Avenue) in La Mesa. We are presently open Thursday through Sunday from 12:00 to 5:00. Come see our fine variety of exclusively railroad gifts, books, antiques and collectables, toys, jewelry, etc., at EVERYTHING TRAINS! Gift Shop. Don't forget, all members get a 10% discount. Bring your membership card with you.

The move to La Mesa has cost us several fine staffers who live too far from the new location. If you can help staff the gift shop, please call Linda at 283-3066.

THIS MONTH'S STAFFERS AND HELPERS

Ann McVeagh	Nancy Bicknell	Herb Kehr	George Geyer
Don Pope	Bill Schneider (2)	Stan Brown	Dorcas Utter
*Dave Slater (2)	Sheila MacKay	Margaret Stahl	Barbara Simpson (2)
Kathy Danielson	Terry Danielson	Frank Kearney	Bill Evans (2)
Lorraine Hepburn	Bob Hussey	*Duane Dubke (2)	John Juliussen (7)
*Rae Gay (2)	*Cecil Badman (2)	*Roy Pickering (2)	*Nick Kimler
Bill Niedrich	Jack Ebey	Scott Johnston	Robin Shelton
Nolan Clark	*David DiGiorgio (7)	*Bob & Linda DiGiorgio (8)	
*Carmen Donavon	*Jim Hamill	*Harry Doering	*Dale Prescott

Special thanks to our PSRM Campo Caretaker Joe Hartman, who loaned us a generator for the PEARY's battery charger.

*Helped move the gift shop to La Mesa

Eastern Caboose Finds Home in the West

A few months ago, Mr. George Thagard III visited PSRM Campo. Norm Hill showed him around and the tour included our ATSF Caboose #1413, one of Norm's nearly completed restoration projects. It turned out that Mr. Thagard also owned a classic wooden caboose and soon after the tour he gave it to PSRM!

Mr. Thagard must have been more than just a little impressed because he also picked up the tab for moving his caboose to PSRM Campo and even kicked in \$500.00 to provide for its upkeep! The arrival was coordinated by Jim Lundquist so it could be unloaded along with the Mexican steam engine to gain maximum benefit of a free crane borrowed from our neighbor, Commonwealth Electric.

The caboose is ex-Chesapeake and Ohio No. 90751, built November 18, 1924 according



San Diego's Model A Club were the first visitors to enjoy the presence of the C&O caboose as more than 20 old Fords were parked along "Caboose Row" at PSRM on November 19th.

(John Ashman photo)

to railroad records from the Chessie System provided by Mr. Thagard. It is a typical Eastern style center cupola type and is in excellent shape, as can be seen in the photo on the cover of this issue. The interior is more complete than we are used to seeing in a caboose this old. The original pot belly stove, coal bin, sink, icebox, conductors desk, cupola seats and all cabinets are still in place and in good shape.

Mr. Thagard also provided a pair of C&O markers and five caboose lamps for the interior, all in mint condition. The interior itself has been stripped of old paint and finish carpentry repairs made since Mr. Thagard bought the caboose from Chessie in 1980. Mr. Thagard replaced exterior siding too, so there is little carpentry type restoration to do and the \$500.00 restoration fund can all be spent for paint and mechanical work to get the caboose ready to roll on the Museum railway.

To help Norm Hill and his troops get the caboose ready for paint, Mr. Thagard donated a belt sander! Norm got the hint right away and prepared and prime painted one side over the Christmas holidays, with Bill Barbour assisting. Steve Wade and David DiGiorgio helped reassemble the caboose when it was unloaded and Norm and crew sandblasted and primed hand-rails and marker holders within a week of its arrival.

The unloading of this choice acquisition was witnessed by a large group of antique car buffs from the San Diego Model A Club, who picked a perfect day to visit PSRM. The antique Fords looked right at home parked near our elderly railroad equipment. One of the car clubbers, watching the Mexican locomotive dangle in the air, remarked "You guys must really be serious about this stuff!" Mr. Thagard obviously believes so as he graced the Museum with the most complete donation of equipment that we have ever had.

OLD FORD CLUB ENJOYS OUTING AT PSRM

The San Diego Model A Club, in addition to the activity described above, also were treated to a hot lunch and a guided tour through our equipment. John and Marlene Ashman hosted the group with Marlene organizing the chow line. Amy Ashman, Donna Smith, Dot Pressley, Sandy Hollis and Linda DiGiorgio were kitchen assistants. Bob, Linda and David DiGiorgio served as tour guides and Roy Pickering helped out wherever needed. The PSRM regular foot troops who were around also got in the chow line as a good time was had by all, thanks to Marlene and associates.

EXCURSION INFORMATION HOT LINE (619) 588-8444

PSRM Campo

CAR SHOP GETS NEW ROOF

For most of September and November Bob Haney, Larry Rose, Harry Doering and Jim Hamill had been laboriously preparing the car shop for a new roof. The work was moving slowly and was constantly interrupted by rain. An appeal for warm bodies went out in the last newsletter and many more people got involved. The mechanical department folk also noticed that it was raining almost as hard inside the car shop as it was outside and they, too, pitched in.

Bob Haney recruited a visiting friend from the Hawaiian Railway Society and Dick Ruppert got a few of his son's Boy Scout Troop members to help out. In a single weekend the roof was ready to receive three hundred new sheets of plywood which had been delivered earlier.

How do you get three hundred sheets of plywood on a thirty foot high roof when your forklift only goes up fifteen? The first forty sheets were hauled up with a rope one at a time but then Mike Reading came through and negotiated a super donation from his employer Hawthorne Equipment Company.

Mike showed up with a dump truck pulling a ten thousand pound capacity forklift with a thirty foot reach! The plywood and the roofing rolls were quickly hoisted up and while the nailing was going on, Mike was hauling away the old roof debris in the dump truck. Mike also began relocating piles of rail and other heavy parts as part of our on-going general site cleanup as the big forklift worked through the night.

The plywood nailers flailed away from dawn 'til dark for two days. Three kegs of nails were used by Bob Haney, Jim Lundquist, Jim Hamill, Harry Doering, Larry Rose, Randy Gibson, Dick Ruppert, John Ashman, Ken Helm, Geoff Shepherd and Steve Wade. The last plywood roof panel was nailed late Sunday evening by Larry Rose and John Ashman by the light of Geoff Shepherd's brakemans lantern. Our roofing contractor showed up a few days later to hot mop a new built up roof. The lower roofs will also be redone soon and the residing of the entire structure can now get started.

Elsewhere, Jack O'Lexey has been paletizing the many dozens of barrels of track parts that we have accumulated and has been hauling them to our designated storage area at the north end of the property out of sight of the car shop and visitor parking area. Jack built many of the heavy duty pallets from scratch and had the museum forklift going until midnight moving all of the heavy stuff into neat rows in our north rail yard.

Trackwork has also been going on at PSRM. Jim Lundquist has been the hardest pusher with Geoff Shepherd, Mark Baryla, Henry Lines, Joel Cox and Larry Rose helping. Mark layed out the switch ties to a Santa Fe standard designed to fit the #8 turnouts we have. Civil engineer Russ Kimball did the survey and staking work locating the point of frog for this first switch at our yard throat.

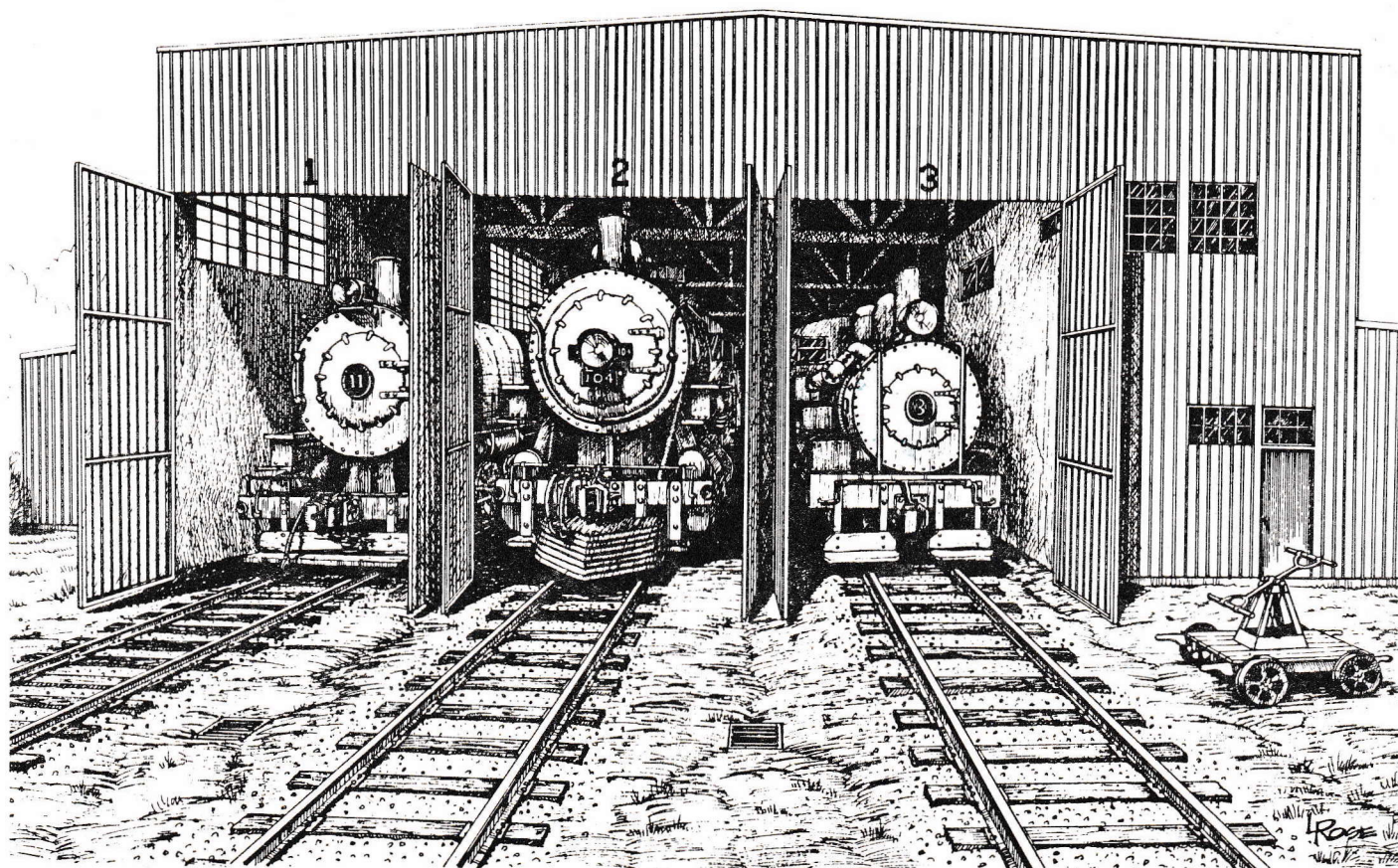
Meanwhile, back at the car shop, "Barney" Barnier bent conduit and pulled wire into the lounge and activated the light over the telephone. Framing for the upstairs shop office and shower room has been completed by Steve Wade, Larry Rose and Paul Bortell. Up in the rafters the third floor storage area carpentry was completed by Randy Gibson, Steve Wade and Larry, so our roof crew would have a safe passage to the roof hatch. Barney will pull wire to this area next.

Member Joe Hartman has moved on as caretaker. He came with a trailer load of tools of all kinds and a dog that barks occasionally but doesn't bite to tell Joe when visitors arrive during the week. Joe conducts tours of the equipment and is constantly doing odd jobs around the Museum. Joe has vast experience and has tools to fix just about anything. The perfect Museum caretaker!

Dick Ruppert's son Paul and his Boy Scout troopers have built and installed signs around the Museum at the staff access and visitor parking area. Paul and friends also built an information and brochure rack and a donation box for the car shop entrance. A picnic area was also cleared by the scouts atop "Railbuff Bluff" overlooking the yard throat. This high ground will one day be the main photo vantage point at PSRM once operation becomes a regular occurrence.

There is a lot going on now at PSRM with Norm Hill's restoration program picking up steam and John Ashman's mechanical department up to their eyeballs in locomotive repair work. Work on the facility is coming along well, but there is always a need for more

hands. The jumping off place is still the La Mesa Depot every Saturday morning at 8:00. All members are encouraged to come out and see what's happening.



This sketch shows our shop building as it will look by this summer when tracks 2 and 3 finally get inside and the rest of the new metal skin is put on above the doors. This drawing, by the REPORT editor, will be on the cover of the 1984 back county phone book. Copies of the sketch, full size 16x10, are available at the Museum gift shop now in La Mesa.

LA MESA DEPOT STAFFERS

The La Mesa Depot now has the ROBERT PEARY and our gift shop car but the staffing load is still as heavy as ever. Margaret Barksdale and Bea Acers even staffed on New Year's Day!

Staffing our exhibit at La Mesa is a good way to get involved in PSRMA, especially for new members who soon learn a lot about the museum and local railroad history. If you have a few hours free on a weekend afternoon, call Trig Stanley at 444-1648 or Margaret Barksdale at 464-0061 and volunteer. It is interesting and fun. The following folks were PSRMA's good will ambassadors for the last two months at our award winning, completely restored small town railroad depot:

Robin Shelton (2 times)
Trig Stanley (2)
Russ Stockwell (2)
Walt Morrison (2)
Dorothy Cotton

Scott Johnston (2)
Eric Sanders (5+)
Vince Alesi
Lyle Cotton
Kay Kester

Margaret Collins (2)
Richard Teague (2)
Margaret Barksdale (3)
Mike Retz (2)
Kay Stout

Jack Ebey
Betty Teague (2)
Pat Kettler
Al Ellis
Bea Acers

Annual Dinner Feb. 18th

Mark this date on your calendar before you forget: FEBRUARY 18th, 1984! PSRMA's annual bash will be held in the Stardust Room of the Stardust Hotel and Country Club in Mission Valley (same place as last year). Cocktails are at 6:00 and dinner at 7:00. Banquet tickets are \$12.75. Send reservations to Roy Pickering, 5350 Baltimore Dr., #55, La Mesa CA 92041. The program isn't firm yet---inquiries to Roy at 462-3392. Don't miss the museum's annual "whoopie-do"!

New Management Team Takes Over

PSRMA starts the new year with a new management structure designed similar to other museum organizations in California with the idea of streamlining our operation and expanding the staff positions to cover the needs of our multi-faceted and constantly growing association. The new Board of Trustees made up of long time museum members and several community leaders new to the organization have had their first meeting, elected their own officers and appointed the staff heads who will run the day to day museum operations. There are few new faces in the top jobs as the board acted in the spirit of "dancin' with the one that brung ya", so the transition to the new scheme went smoothly.

The officers of the new Board of Trustees are as follows: President, H. C. "Chop" Kerr, Vice President, R. L. "Bob" Kern, Treasurer, Dr. Dan Marnell, Secretary, Bob Eikel. Here are the names and a brief background on all the board members and the members of the new museum advisory committee.

PSRMA BOARD OF TRUSTEES

GORDON AUSTIN---Executive Vice President of the La Mesa Chamber of Commerce

JOHN BALDWIN---real estate developer; travel agent; active with National Trust for Historic Preservation; Minn. Transportation Museum, National Museum of Transport; grandfather was president of S.P. from 1916-1926 (Sproule); administers Helen J. Baldwin Trust; Life Patron Member of PSRMA

WALTER H. BARBER, JR.---Life Patron Member; owner of Walter H. Barber & Son, railroad and general contractor

JOHN CRANSTON---Attorney, Gray, Carey, Ames & Frye; serves on water authority boards in California

EUGENE DRAMM--- owner of Dramm & Echter and Foxpoint Plant Growers; UCSD Board of Overseers; Director of Wholesale Florists and Florist Suppliers of America

ROBERT EIKEL---owner of Eikel & Co., land developers in east County; management consultant to various companies

ROBERT KERN---owner of R. L. Kern Insurance Co; Vice President of Maico Associates, a multi-million dollar insurance brokerage corporation; Life Member #16

H. C. "CHOP" KERR, JR.---engineer and operations research analyst for Naval Ocean Systems Center; served as Chairman, President and Director of PSRMA; Director of four other organizations; Life Member #13

DR. DANIEL MARNELL---owner of Alvarado Medical Clinic; owner of Silvergate Books

JIM MC VICAR---media representative for Council of California Growers; past assistant city editor of San Diego Union and El Paso Times

JOHN (JACK) STODELLE---Life Charter Member; owner of radio station; past staff and board member of PSRMA; active private car owner

NOTE: JIM MILLS was elected to the Board of Trustees but had to bow out because of a sudden "conflict of interests" when he was appointed to the Metropolitan Transit Development Board, owners of the S.D.& A.E. Mr. Mills, a former California state senator and former chairman of Amtrak, will be available later for museum duty when his stint at MTDB is over.

PSRMA ADVISORY COMMITTEE

THOMAS W. SEFTON---Chairman of The Board, San Diego Trust & Savings Bank; a member of PSRMA for twenty years

HON. GORDON COLOGNE---judge, California Court of Appeals, 4th District

*HON. DUNCAN HUNTER---member of U.S. House of Representatives, 45th Congressional District

*HON. PAUL FORDEM---San Diego County Board of Supervisors

*Ex-Officio

The new board has appointed the following members to the key staff positions.

EXECUTIVE DIRECTOR: James J. Lundquist (619)265-7869

Museum Facilities Dept.

SUPERINTENDENT: Larry L. Rose AIA (619)469-3064

Buildings & Utilities

Director: Al "Barney" Barnier

Track & Bridges

Director: Henry Lines

Landscape & Grounds

Director: Jack O'Lexey

Engineering

Director: vacant (Russ Kimball, C.E. has been doing a super job as pinch hitter in this position.)

Caretaker

Joe Hartman

Administration Dept.

SUPERINTENDENT: Harry E. Doering 465-7261

Financial Division

Director: Joan Bush CPA

Purchasing and Stores

vacant

Public Relations

Director: Marlene Ashman

Administration Division

vacant (The insurance and paperwork blizzard in this department has been ably handled by H. C. "Chop" Kerr, Jr., Brenda M. Bailey CPA, Harry E. Doering and others for years; a full-time director is being sought.)

Operations Dept.

SUPERINTENDENT & CHIEF MECHANICAL

OFFICER: John Ashman (619)470-3314

Mechanical Department

Ken Helm

Equipment & Restoration Dept.

SUPERINTENDENT: Norm Hill (714)551-4351

Acquisitions

Director: Roger Garrett

Restoration

Director: Steve Wade

Committees

PSRM Planning Committee

Chairman: Jim Hamill

Al Barnier, Jack O'Lexey, Larry Rose, Norm Hill, Dale Prescott, Scott Thompson, Harry Doering, Jim Lundquist, John Ashman, Roy Pickering, Mike Reading, & Bob Haney

La Mesa Depot Museum Committee

Trig Stanley, Eric Sanders, Scott Johnston, Margaret Barksdale, Mike Retz, & Marge Collins

Library Committee

Eric Sanders, Dan Marnell, P. Allen Copeland, Larry Rose, Jim Lundquist, Harry Doering, & Ann McVeagh

Excursion Committee

Corrine Gallagher, Ann McVeagh, Barbarann Parker, Shirley Simpson, Rita Cloud

Public Benefit & Education Dept.

SUPERINTENDENT: Ann McVeagh (619)444-3808

Exhibits---PSRM

Director: Glenda Jo Pressnall

Exhibits---La Mesa Depot Museum

Director: Scott Johnston

Membership

Director: Tanya Rose

Membership Services

Director: Roy Pickering

Publications Director

Larry L. Rose (acting)

Newsletter Editor

Larry L. Rose

Speakers Bureau

Director: Bob Warner

Library

Director: Eric Sanders

Excursions

Director: Corrine Gallagher

Gift Shop/Bookstore

Director: Linda DiGiorgio

Railfan Patrol

Director: Richard Schleicher

There are still staff positions to be filled, as you can see, and assistants are needed in every department. All committees are open, also. The only thing between any member and participation is a phone call to one of the department heads or the executive director.

Industrial Archeology

(RESTORATION NEWS)

by Norm Hill

SD&A 050 "Carriso Gorge"

Norm Hill, Marlene Ashman, Steve Norris and Stan Bartlett continued working in this beautiful old Pullman car. Steve Norris and Norm Hill began stripping old paint and varnish off walls in the second bedroom. Marlene Ashman continued to strip paint in the first bedroom. She is also working on some of the car's doors and furniture at home. The windows have been receiving the attention of Stan Bartlett. Stan, our window rebuilding pro, is removing the outside windows and is installing the former inside windows on the outside. What a "mansion" on wheels this car will be!

ATSF 2286

Our museum's second caboose continues to be restored for upcoming excursion work. It will look like it did in the 1950's. Norm Hill, Steve Wade, Dick McIntyre, Jim Hamill, Harry Doering, Stan Bartlett, Ted Kornweibel, Randy Gibson, Mark Baryla, Geoffrey Shepherd and Western Sandblasting's Sam Trout all worked on this project. Loyd Gage, who owns Western Sandblasting in Santa Ana, sent down one of his very powerful sandblasting rigs. In two hours all the old paint, rust and former restaurant paint scheme was completely removed! It would have taken us months to do what Western Sandblasting did in mere hours. Soon after, the car was prime painted by Harry Doering and Norm Hill. New member Mark Baryla did a super job cleaning up what seemed like "tons" of sand that somehow had gotten inside the caboose.

A lot of carpentry tasks were completed on the caboose. Stan "The Man" Bartlett totally rebuilt the side and cupola windows as a home project. Steve Wade built three new desk drawers and two table seats at his shop. Ted Kornweibel built four new bed-benches in his garage. It really speeds restoration up when people do this "homework". It also is a very good way for people who cannot come out every weekend to really help restoration. Ted also built a new caboose table from the car shop's former maple gym flooring. The new table seats were also built from the maple flooring. Two new front and rear doors were also installed by our carpenters.

Our metal magician Dick McIntyre was up to his "magic" again. He repaired the bed partition screens, made new angle-iron bed supports, removed the steel plates covering the side windows and made other repairs. He installed a new slide bolt door lock, a first aid kit and plywood over the doors and windows before the caboose was sandblasted. Dick is truly a one-man army. He also removed the newer oil fired stove to make way for the original pot belly type.

Parts, many long gone, are also coming in. Bill Barbour and Norm Hill recently found a railroad scrap dealer with numerous old wrecked Santa Fe cabooses. Inside were many rare parts, air brake gauges, fusee racks, lights, marker holders, radio control box, card file holders, framed brake valve instructions, and desk lights. Talk about being excited! A fellow train and Santa Fe caboose buff, Mike Van Derhoef gave us a brake gauge, and a steel stand for a caboose stove from his collection. George Thagard, III and Norm Hill donated caboose kerosene lamps. Mission Sheet Metal Co. of Anaheim, California is rebuilding two exact copies of Santa Fe caboose water coolers. An old paper cup holder from caboose #1122 (scrapped at Anaheim) has been sandblasted, primed and installed. The way things are going, this caboose will be ready for service by the middle of 1984.

ATSF 1413

Long lost parts for this caboose keep coming in. Old Santa Fe caboose #1122, donated by Specialties Restaurant Corporation, gave us two water cans, a water can stand, two bed-partition screens and many other valuable parts. Loyd Gage sandblasted all the newly found items at his main office. Dick McIntyre did a super job rebuilding and installing the bed partition screens. Dale Prescott assisted Dick. We can now build the last two missing beds. About the only thing missing now is the caboose icebox. Does anyone reading this know where any caboose icebox is? Even a damaged one could be rebuilt or used as a pattern.

What a little jewel this car is! Our third caboose is really going to be a fun project. See the article elsewhere for details of work already started.

C y Z #1

The Museum's newest acquisition and oldest locomotive has been totally repainted. Western Sandblasting sandblasted the engine's tender, cab, backhead, domes, smoke stack and smoke box. Norm Hill, Larry Rose, Geoffrey Shepherd, Mark Baryla, and Steve Wade did the painting. All this was done to a piece of equipment that has been at the Museum less than thirty days! Lettering is scheduled for the New Year's weekend, if Larry Rose can get off the car shop roof long enough to do it.

La Mesa Depot

Norm Hill restored an Illinois Central switch lamp and an S.P. lantern for the depot light collection.

Library Happenings

by Eric Sanders

As reported in the last newsletter, Dan Marnell has secured free office space in La Mesa for two years so we can catalog our library collection while H. C. "Chop" Kerr and Dan are developing a proposal for acquisition of a permanent site. Collections stored in Allen and Virginia Copeland's home in El Cajon and in a storage facility in El Cajon have already been moved to the temporary site. Assisting with this project were the Copelands and son Michael, Larry Rose, Harry Doering, Bill White, Dan Marnell and sons Blake and Bret. Dan's wife, Debbie, served lunch for the group. The Library Committee appreciates their help and the patience of the Copeland family who provided storage space for several years.

Two staffers from the Sacramento Railroad Museum library will travel south one day in January to examine the PSRMA library collection and then make their recommendations for library development.

Donations of books and other items for the library have been made by members in recent months, and years. Most of these have been acknowledged but probably not all. Members who haven't received an acknowledgment are invited to contact the library by telephone or letter. Our address is: PSRMA Library, 7484 University Avenue, Suite "L", La Mesa CA 92041 or telephone (619)469-1288. We'll appreciate confirmation of donors' names and other pertinent information. Thanks to George Schnur for a recent large donation of periodicals. Additional donations will be appreciated and acknowledged. They may be left with the staffer at the La Mesa Depot (hours are 1-4 p.m., Saturdays and Sundays). The Library Committee will keep members informed about library development, its goals and activities.

The Greening of PSRM Campo

by Jack O'Lexey, Grounds Keeper

We need to plant thirty five trees along the road leading just past our Museum. Twenty five will be eucalyptus and every fourth tree will be a pine. Tree donors are needed and living Christmas trees are welcome.

When planting a eucalyptus, a 2" pot or 1 gallon plant will adapt to the soil and start growing right away, whereas a 15 gallon plant takes a year to start growing. So, we will plant mostly 1 gallon cans. The Pinus Halepensis don't grow as fast as or the same way as eucalyptus, so we will put in larger plants. A 1 gallon size costs \$1.85, a 5 gallon is \$6.25, 15 gallon is \$32.50 and a 24" box costs \$125.00 at most wholesale outlets.

Some other trees suggested for our mountain climate were Fraxinas Velutina and Loast Gleditsia "Modesto"---Modesto Ash. Other suggestions are welcome, if anyone knows of trees or shrubs that can withstand the weather extremes at Campo. All of the trees will be left in their containers for thirty days after they arrive at Campo. This is to let each plant adjust to the climate since most of them will be brought up from town.

If you can help call me, Jack O'Lexey at 283-8009. All "green thumb" types are encouraged to get involved.



Ken Helm and John Ashman are shown here servicing the bearing brass for our Shay's three drive shafts that are being carefully cleaned and repacked.

(L. Rose photo)

Mechanical Dept.

The PSRM wrench jockeys took some time off from their regular chores this month to help lay track for the C&O Caboose and the Mexican locomotive. John Ashman, Ken Helm, Dale Prescott, and Jim Lundquist did the spike maul honors. Once that job was done, it was back to the grease and knuckle busting.

SHAY #3

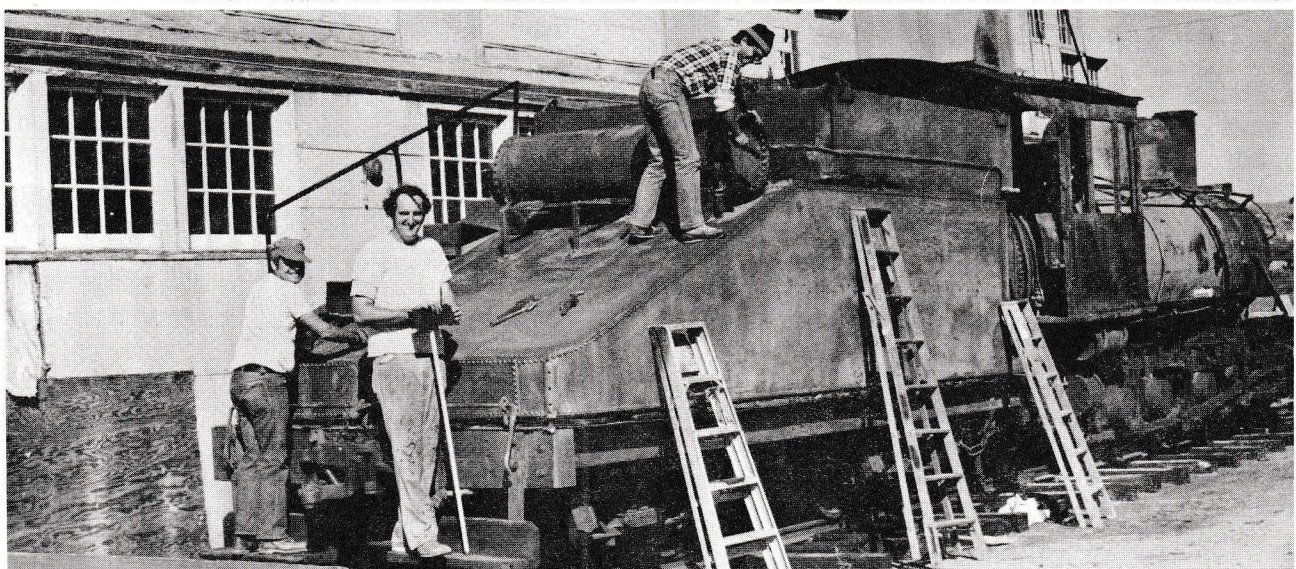
The drive train of this hardworking steamer is getting a complete reworking. Everything is being taken apart for cleaning and service. John Ashman and Ken Helm have been the main grunts with assistance by Dan Robirds, Dale Prescott and assorted passersby.

MRS-1 #1809

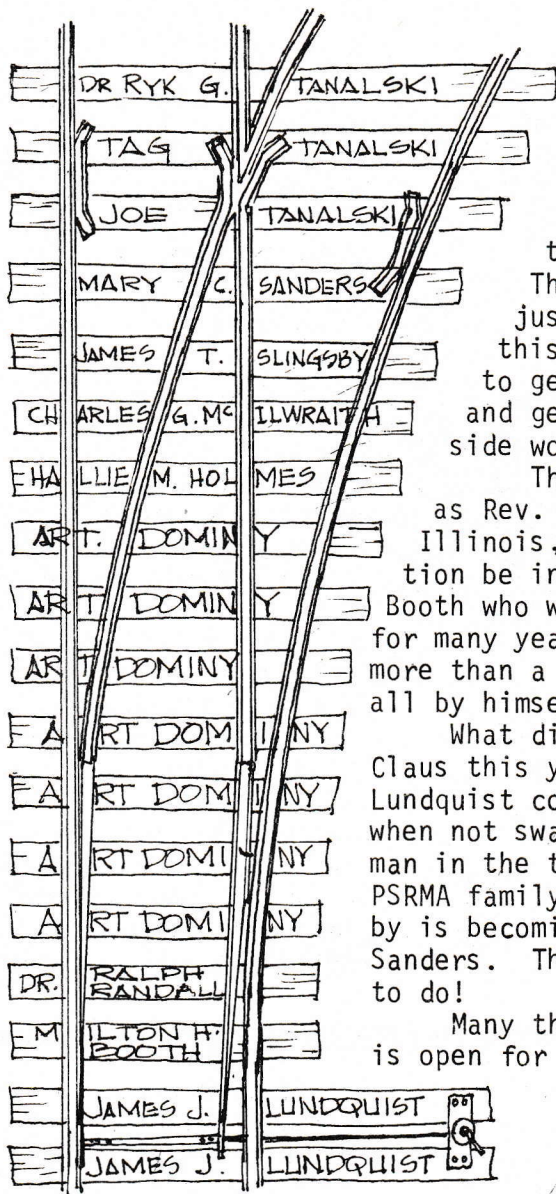
Henry Lines has started cleaning out electrical cabinets and getting a handle on what is needed to get this 100 ton diesel locomotive running. Roy Pickering is enlarging all the electrical diagrams from our tech manuals on this engine in preparation for a major overhaul.

SD&AE 104

This old, fat boilered 2-8-0 is finally getting some attention. Joel Cox drew the filthy job of cleaning out the smokebox. The throttle has been pulled for service and a rebuild program is being organized by John Ashman. Now is the time for any member interested in steam locomotives to get on John's #104 team. When it comes time to get up steam the restoration team will be the ones pulling the throttle and sounding the whistle. Call John at 470-3314 to get in on the beginning of a super project.



Geoff Shepherd, Norm Hill and Mark Baryla ready C. & Z. #1 for paint. (L. Rose photo)



Buy-a-Switch-Tie Donors Support Track Gang

The yard throat at PSRM Campo is under construction now and the ties for the lead switch are in place. The folks listed here in our first switch tie graph have just about taken care of the cost of the long sticks for this first switch off the Museum mainline. The target is to get all three car shop tracks connected by this summer and get "Caboose Row" (track #4) also hooked up to the outside world.

The clergy is well represented on our first tie graph, as Rev. Arthur L. Dominy and Rev. John B. Maguire of Villa Park, Illinois, were first up. Rev. Maguire asked that his contribution be in memory of his long time friend and railfan Milton H. Booth who was the Rock Island's freight agent at Colorado Springs for many years. Rev. Dominy, a San Diego resident and member for more than a decade, contributed enough to support the switch points all by himself.

What did our Executive Director Jim Lundquist want from Santa Claus this year? "How about some switch ties, dad!" Dr. Justin N. Lundquist contributed a pair of ties as a present for his son, who, when not swamped with PSRMA administrative paperwork, is the lead man in the track gang at PSRM Campo. The Tanalski clan is another PSRMA family affair on the Tie Fund graph this time. James T. Slingsby is becoming well known in PSRMA fundraising charts as is Mary C. Sanders. These names keep appearing in support of everything we try to do!

Many thanks to the folks listed in this chart and the invitation is open for other members to help lay the yard throat if they can.

Switch ties are \$14.00 each on the average from our source. Send your long stick contributions to: PSRMA Buy-A-Switch-Tie Fund, 4695 Railroad Ave., La Mesa CA 92041.

104-050 FUND

One of the facts of life for PSRMA's management is having to perform under heavy time and budget pressure to keep from missing out on great opportunities to acquire choice exhibits and enrich the museum. The current crew has been able to do this time and again, often at the expense of neglected home and family and the PSRMA treasury. Getting #104 and #050 out of the fairgrounds and safely stashed at PSRM Campo was one of the "must do" situations that, unfortunately, required more cash than we had. Was the rescue of San Diego's only native steam engine and private car worth it?!

The contributions of the several hundred members listed in this column over the last year indicate that it was. However, we still need a few more votes of confidence to get us out of debt and into funding the restoration of these historic treasures. With the goal of moving the equipment already accomplished, some of the shine is off the initial enthusiasm for this fundraiser, but we have to make one more pitch. Send what you can to PSRMA 104-050 Fund, 4695 Railroad Ave., La Mesa CA 92041. Jim Slingsby, Ralph Randall and Don Geelan are on this list every time, it seems. Let's all gang up on this one so these guys can get a break! Thanks to all the 104 and 050 fans on this month's list.

Joe Sonka
Hal Crispell
Ray & Peggy Ayers

Russ Kimball
Dr. Ralph Randall
Julie Hocking

Roger & Edee Savage
Therese Tanalski
Verne Sweigard

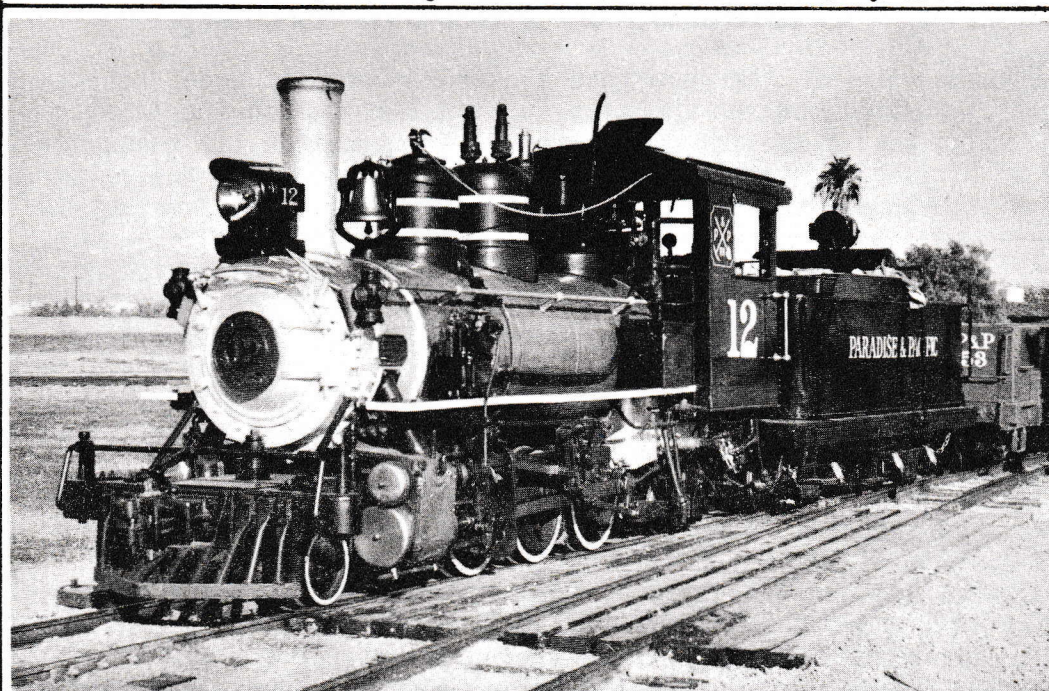
James Slingsby
Hallie Holmes
R. D. Geelan

Membership News

Russ Joslin of Scottsdale, Arizona is Life Member number 25! Russ is no stranger to railroading or PSRMA, having been a member for several years. He is the Master Mechanic-

Steam for the Paradise and Pacific Railroad, a 15" gauge pike operating in McCormick Railroad Park in Scottsdale. He also owns his own full-sized heavyweight private car, ex-Southern Railway business car #16. With his house decorated in early rail memorabilia, including an authentic high/low train order stand, Russ definitely qualifies as a hardcore train enthusiast and we are very happy to have him as one of the PSRMA "Lifers".

The warmest of welcomes to the following new members who are helping the museum keep on growing and going!



This little 15" gauge jewel is one of several steamers maintained and operated by Russ Joslin, PSRMA "Lifer" #25.

(Russ Joslin photo)

REGULAR MEMBERS

John P. Cottom
Joan Bradley
Jack Matkin
Patricia Wright
Robert M. Hanft

Sam Hall
Steven Botan
D. Rogers
John M. Starr
Carol Lundquist

Edie Stockstill
Cordell Griffith
M. O. Perkins
Carl Von Seggern

Jo Ellen Anderson
James E. Ducharme
Bob Ross Smith
Ted Daub
James B. Case

FAMILY MEMBERS

David & Marie Clark
Robert & Barbara Shea
Bonnie & Louie Neece
Roy & Betty Perry

James E., Dori & Jamie Schmidt
Lee Price & Susan Hardesty
Stuart, Kandi, Pete & Heather
Terry

Bob, Pat, Kirsten & Lance Ohrazda
Leland W. & Dorothy I. Nelson
Robert, Ayse, Brian & Stephen
Underhill

CONTRIBUTING MEMBERS

Paul B. Bortell
The Cranstons

Alden V. Morse
The Fosters

William A. Kingston
The Thorns

R. B. Birkett
Bill Gunther

SUPPORTING MEMBERS

R. L. McNitt, Jr.
Bill Doran

Mr. & Mrs. Frank C. Munster
Helen Edelen

The Richert Family

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 EDITOR Tanya Rose

ONE YEAR MEMBERSHIP

Individual \$15.00, Senior/Student \$10.00, Family \$20.00, Contributing \$30.00, Supporting \$50.00, Sustaining \$100.00, Corporate/Business \$100.00

Life Membership \$500.00

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.

Honor Roll

SPECIALTY RESTAURANT CORPORATION of Long Beach donated an 1897 steam locomotive, two wooden cabooses, eight steel boxcars which were stripped for parts and a large amount of commercial stainless steel kitchen equipment.

GEORGE THAGARD, III of Corona del Mar donated the most complete piece of railroad rolling stock we have ever been blessed with, a classic C&O wooden caboose plus \$500.00 cash for its care and maintenance.

WESTERN SANDBLASTING, Loyd Gage owner, donated the sandblasting of Caboose #2286, Engine #1 at Campo and numerous small parts for our restoration effort at his Santa Ana shop.

CALIFORNIA IRON WORKS of Santa Ana donated labor and cutting torch supplies for our restaurant salvage operation in Anaheim.

TRI-COUNTY DRYWALL CO. of Orange donated sandpaper and tools to our effort at PSRM Campo.

CREST FINISH CARPENTRY of Anaheim donated finish lumber for caboose interior restoration projects.

TRI-STAR FRAMING CO. of Newport Beach donated two kegs of nails and twenty 2x4 studs to our Museum construction stockpile.

OLD QUAKER PAINT CO. of Santa Ana, Ron Goodman owner, donated eight gallons of primer for C&O caboose project.

NORM HILL of Irvine donated a caboose light and fusee rack for caboose #2286 and made all contacts with the companies listed above.

GEORGE E. SCHNUR, JR. of Rancho Santa Fe donated seven boxes of railroad magazines and paper collectables for our library.

DOUG KERR donated hundreds of mint condition train schedules from the pre-Amtrak days to our library.

TED KORNWEIBEL donated many pieces of trim and exotic hardwoods from his father's carpentry shop.

STEVE WADE donated all materials for new desk drawers and seats he made for caboose #2286.

MIKE VAN DERHOEF of Bellflower donated caboose air brake gauges, a freight house dolly, a caboose toilet and a pot belly stove stand plus other small items most useful in restoration along "Caboose Row" at PSRM.

HAWTHORNE EQUIPMENT CO. of San Diego donated the use of a dump truck and heavy duty forklift for our roofing project at PSRM.

GOLDSTEIN TRUCKING CO. of San Diego, Paul Goldstein owner, gave us a rock-bottom rate to move the Mexican locomotive to PSRM.

WOOLSEY TRUCKING of El Cajon, Wayne Woolsey owner, also gave a rock-bottom rate to haul the Mexican loco's tender and the spare archbar trucks to PSRM.

COMMONWEALTH ELECTRIC CO. donated the use of a road grader and a heavy duty crane to unload our Mexican engine and the C&O caboose.

DARYL WIGGINS of San Diego donated an antique velocipede to our growing collection of track cars and speeders. Special thanks to PATRICK ELLYSON for making a special trip to San Diego to show us how to put this unique three-wheel track car "kit" back together.

WILLIAM HUSE of La Mesa donated an antique brass fire extinguisher now on display at our La Mesa Depot Museum.

TERRY E. DURKIN has donated extensive appraisal research for our new equipment acquisitions and did the initial mechanical inspection on our Mexican locomotive, urging us to "go for it" without delay! Terry is PSRMA Life Charter Member Number One and still is working hard for the organization he helped found.

DONALD NEILL of Whittier donated a 1926 edition of the official railroad map of California to our library collection.

DAN ROBERTS of Carlsbad donated a ground throw switch stand, two track jacks and a pinch bar to our track department stores at PSRM Campo

HELEN EDELEN---gave a nice donation to our general fund and wrote a fan letter about the coverage of our "Great Freight" adventure in the REPORT.



UNSUNG HEROES

Many members are unaware that the preparation, publication and mailing of the museum newsletter is entirely a "hand operated, air cooled" operation. The volunteers that regularly do this far into the night at the home of Larry and Tanya Rose have never been mentioned in REPORT. This photo shows Harry Doering and Shawn Eriksen assembling the REPORT pages in the usual manner. Other helpers are Trig Stanley, Eric Sanders, Brenda Bailey, Roy Pickering, Jim Himill, Shirley Simpson, Wilma Perkins, and Steve Norris. The labels are run off on John Baxter's computer printer now, making things easier on mailing night for the last year.

Special thanks to Doug Harley for his invaluable assistance to editors Larry and Tanya in getting the museum poop sheet out on schedule.



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