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REPORT

No. 190

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





Pullman Sleeper , S.P. Caboose Donated!!

A classic heavyweight of 1915 has been delivered to our spur in La Mesa and a great old wooden caboose was delivered to PSRM, Campo last month, a pair of terrific additions to the museum roster---details in this issue. (Norm Hill photos)

Members Buy Vintage Pullman For PSRMA

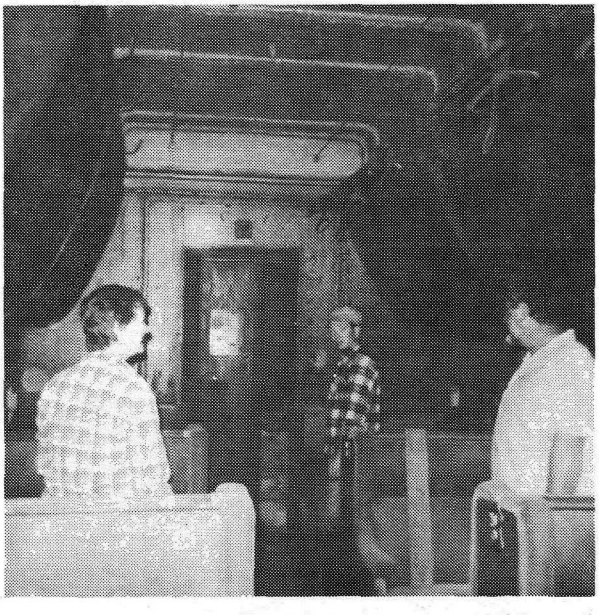
The generosity of some long time members has provided a long sought Pullman heavyweight passender car of the open section variety with a deep observation platform similar to our much loved #1509. John and Marlene Ashman and Reverend Art Dominy combined to enrich the Museum with the purchase and transport of this old square post classic.

The "Commandant" was one of ten similar cars built in 1915 by the Pullman Company all named with military titles. The ten sections are complete with full upholstered seats and folding section divider panels stored in the upper berths. The seats are dusty with age but are totally intact with no damage as are the upper berths which still have their original coat hangers and accessories. The upper berth ladder is also still on the car.

The most remarkable feature of this car is that it is totally original inside and out. The only modification made in sixty nine years has been the installation of tight lock couplers by a former owner who had dreams of running the car behind Amtrak. The car still wears its original interior paint and is heavily detailed with pinstriping and painted ornamentation. The doors to the restrooms are still wearing their original lettering "men" and "women" still bright with the permanence of real gold leaf.

The car was purchased by a Hollywood movie outfit after WW II which helps explain how the old Pullman managed to escape any modifications and "modernizations" over the years. During its working life, the car was assigned to the Southern Railway and paperwork substantiating this was found in the electrical cabinet during the initial clean-up soon after it was rolled into our spur in La Mesa.

The car was located several months ago on an industrial siding in Mira Loma thanks to a tip from new member Mike Van Derhoef. Equipment Superintendent Norm Hill and Acquisitions Director Roger Garrett followed up with the usual flurry of phone calls to find out the particilars and identify the owner.



Marlene and John Ashman and Dale Prescott admire the interior of the Commandant. (Harry Doering photo)

When they discovered that the car was available for purchase for a nominal sum, word went out that cash donors were needed to secure the car for the Museum. Unfortunately, even the most nominal sum is out of reach for the acquisition fund which is still digging itself out of debt from the 104-050 move. However, John and Marlene Ashman and Rev. Art Dominy quickly came to the rescue when they learned that this classic from the golden age of rail travel was a lot more than just another old car.

The car has been kept boarded up for years which helped to hold down the damage that stored rail cars normally have to endure from bums and vandals. All but one of the large overhead light fixtures inside have been stolen but the one that remains is exactly like the ones in #1509 and should be relatively easy to replace. The sinks in the toilets are also missing but the commodes are intact and there is no physical vandal type damage inside. Our biggest problem in the interior restoration will be dealing with paint peeling with age in a careful manner so that all the ornate pinstriping is preserved.

The exterior of the "Commandant" is in very good shape with a minimum of rust. In fact, overall, the car is in much better shape than #1509 was when we started restoration several years ago. Marlene Ashman is pumped up to paint this car Pullman green as soon

as possible. Larry Rose and Ken Helm have been sitting on a stash of gold leaf left over from the "Robert Peary" lettering job and have promised to donate it to the "Commandant" when the time comes.

This car is really different from anything in our collection and we are delighted to have it. Many thanks to the donors and also the Santa Fe and Union Pacific, who handled the car with kid gloves on its trip down from Mira Loma. Thanks also to Dale Prescott, Harry Doering, Dan Robirds and the PSRM Mechanical Department for driving to Mira Loma to take care of lubrication and air brake work the week before the move. Terry Durkin handled the official appraisal work, as usual, and also urged us to "jump on it" without delay.

Members can inspect the new arrival at the La Mesa Depot spur on weekends where the car will be kept until the next "Great Freight" trip to PSRM Campo later this year.

PSRM Library Report

P. Allen Copeland

Under the leadership of Head Librarian Eric Sanders, work has started in the new PSRMA library's quarters to sort and evaluate the huge pile of railroadiana that has been accumulated, donated and acquired by the library over the past few years. The library committee has met a number of times to plan and formulate the approaches that will be taken to best preserve, catalog and display the books, periodicals and records contained in the library. Dr. Dan Marnell made arrangements for the library to be inspected by noted archivist Walter P. Gray III of the California State Railroad Museum and Ronald L. Hanshew, the area manager of the Sacramento Area State Parks and these gentlement reported back on their findings and suggestions for library improvements and where we ought to be going with the library. The findings and suggestions will be incorporated into a library plan that will be managed by the PSRMA Library Committee. Work sessions are scheduled at periodic intervals, and when the sorting and stacking have proceeded so that people can easily walk around the library site, an open house will be held so that any interested museum members can visit the library and what has been accomplished to date. A new phone has been installed in the library, and the phone number is 589-1208.

I would like to personally thank all the wonderful people who have supported the library over the years with their time, treasure and talent. I am afraid to try and list names, as I will surely forget somebody, and I don't want to do that, but all PSRMA members owe you a debt of gratitude for your efforts in preserving a very unique section of the museum. I would like to particularly like to thank Greg Barton for his donation of many fine books, many of which are already collectors items. Many of you know Greg for that great model of the Pullman Observation car residing in the La Mesa Depot, but he is also a strong supporter of the library and deserves our collective thanks.

The library is looking for additional books and periodicals, particularly those with emphasis on railroading in the western U.S. Your old issues of TRAINS, PASSENGER TRAIN JOURNAL, RAILWAY AGE, RAILROAD HISTORY (R&LHS Bulletins), NHRS BULLETINS, WESTERN RAILROADER, PACIFIC NEWS, RAILFAN and CTC BOARD would be particularly appreciated. Many of you also belong to societies devoted to a specific railroad or region, such as the Santa Fe, Southern Pacific, Great Northern, Katy, Frisco, Pennsylvania, New York Central, etc. Please consider donating the back issues of those newsletters/magazines to the library also when you no longer need to refer to them. These very well done (but obscure and printed only in limited numbers) periodicals will then be available for reference for others to use, as well as allowing others to see some of the magazines that they do not regularly receive. Not only will the library benefit, but think how nice it will be to clear out some of those no longer needed books and magazines from your closets and garages!



S.P. CABOOSE DONATED!

There are now four "cabeese" at PSRM Campo with the arrival of Southern Pacific Number 644, a wooden caboose built by the S.P. at their Los Angeles shops in 1917. The shack was one of twenty one built in the summer of that year as Class C-30-1. The number 644 was stenciled on its tongue and groove wooden sides sixty seven years ago and is still there today, as the class never underwent a renumbering.

Four of the class went to the San Diego and Arizona Railway as their Numbers 401 to 404, a fact that makes this type of caboose even more important to us as a museum piece. There were hundreds of this class built between 1900 and 1920 but very few have survived. We are very fortunate to have a caboose of this type as our first example of rolling stock from the Southern Pacific.

This caboose is ours thanks to the generosity of Mrs. Patricia Hammond-Buck of Whittier, California. The #644 was purchased from S.P. by her late son in 1959 and had sat untouched ever since on her property at Rosemond, a community in the high desert between Lancaster and Mojave. New member Mike Van Derhoef turned us on to this rare find as he did the "Commandant" and the same negotiating team of Roger Garrett and Norm Hill followed up on it. Norm and Roger also loaned PSRMA the funds to truck the #644 to its new home at PSRM Campo. Roger donated the cost of crane rental to load the caboose on a flatbed at Rosemond and the unloading at PSRM was done as a favor by our neighbor COMMONWEALTH ELECTRIC. The special rigging required for this was put together from museum stock by Jim Hamill and Dick McIntyre.



With a borrowed crane on one end and a borrowed reach lift on the other, #644 is lifted back onto its wheels at PSRM. (Norm Hill photo)

The physical condition of #644 is excellent. The high desert weather is the best preservative possible for a wooden caboose stored outside and this one arrived dry, tight, and free of decay. The roof of #644 suffered most from the hot desert sun and it was peeled off and replaced by our crew as soon as it arrived at Campo, a place that gets ten times the rainfall as Rosemond. See Norm Hill's restoration article in this issue for details of this action.

The interior of #644 is really fine, with no cracked or peeling paint and few missing pieces. The pot belly stove, usually the first thing to disappear from an old caboose, was included in the donation! The icebox and the coal bunker are intact and all

cabinets complete. The toilet was missing but the correct type was scrounged by Norm Hill within a week of arrival! S.P. type fusee racks and paper cup holders were also scrounged by Norm. These were immediately stripped and painted by Barney Barnier as a home project. The sink and water can racks are in the caboose, leaving only the water cans themselves to find in order to make the #644 complete.

Mechanically, everything needed to operate this caboose over the road is there. The brake rigging and appliances are complete. The wheel sets and bearings look good. One journal box cover needs to be replaced and a coupler pin is missing, but these parts are available from museum stock.

This is the fourth caboose at PSRM Campo and our third one built of wood on a steel frame. "Caboose Row" on track four in front of the car shop is getting to be a very interesting display for the general public as well as the serious aficionado of the trainman's office. All members are encouraged to come out and inspect the latest arrival. Thanks to all who had a hand in this excellent acquisition!

EX-SUPER CHIEF DOME IN LA MESA

More than a year ago, the S.D.& A.E. rolled two passenger cars into town that they had purchased from Amtrak. One of them, ex-Santa Fe Dome Lounge #502, now Amtrak #9352, was immediately hustled to San Ysidro in the dead of night and stashed in tne new S.D.& A.E. barn near the last stop on the San Diego Trolley. The other car, an ex-Santa Fe baggage-dormitory, now lettered Amtrak #1500, was kept near the San Diego engine house, supposedly to be used in maintenance of way service.

Both of these cars were offered for sale to PSRMA by the S.D.& A.E. soon after Kyle Railways, Inc. announced it would seek to abandon its San Diego based operation. The offer caught us scraping the bottom of the barrel to pay for the big equipment move to Campo. Agonizing! The dome lounge was one of six built by Pullman in 1950 for Santa Fe's famed Super Chief and one of only three known to be left alive. A choice museum piece was in town right under our nose and we couldn't afford to do much more than admire it from a distance.

There is a happy ending. Museum Board of Trustees member Dr. Dan Marnell made a package deal with the S.D.& A.E., purchasing not only the two above mentioned stainless steel passenger cars, but also getting S.D.& A.E. Caboose #1 thrown in for scrap price! Dan's intention is to donate the equipment to the museum after a little while enjoying being a private car owner. All three cars have been moved to secure industrial sidings in La Mesa, where they can be cleaned up and cared for.

Car #1500 was built by Budd in 1937 as Santa Fe #1380 and, until sold to the S.D.& A.E., was the oldest car in Amtrak's fleet. It was used regularly on Amtrak's Coast Starlight. The car is in very good shape, having been given sheet metal covers on all windows and end end doors by S.D.& A.E.

The dome lounge is, of course, a legend in its own time being well known for its "Turquoise Room" in one end. This was a special nine person dining room that even had its own menu when reserved for private parties. The bar and lounge were decorated with Navajo sand paintings and its swivel lounge chairs in the dome made it the favorite car of travellers on Santa Fe's first class Super Chief.

The caboose, ex-Southern Pacific #1061, was built by American Car and Foundry Co. in March 1940. It has been in regular service on the S.D.& A.E. for as long as most railfans in San Diego can remember. When S.P. left town the new operators painted out the S.P. lettering and crudely stenciled on "S.D.& A.E., 1", making it the first steel caboose ever lettered for S.D.& A.E.

The Museum is very pleased that Dr. Marnell has saved this equipment for San Diego and we are fortunate indeed to have him on our Board of Trustees. In addition to this activity Dan is also the chief benefactor of PSRMA's library (see article elsewhere) and has sponsored two series of BBC produced "Great Railway Journeys" on behalf of PSRMA on local public TV.

S.D.E.Ry Truck Rolls To PSRM

One of the more obscure museum properties rolled to PSRM Campo last month under its own power amid much fanfare and ooga horn tooting. Our 1926 White Line truck from the long-gone San Diego Electric Railway was fired up and driven to the Museum from a ranch near Tecate where it had been stored for years.

The truck was returned to running order secretly by Bob and David DiGiorgio and Dick McIntyre. Only Harry Doering, who drove the escort car, and Roy Pickering, who got the whole stunt on video tape, were in on this adventure that stunned everyone at the Museum. Bob and Linda DiGiorgio had draped the old truck in red, white and blue bunting and arranged for a special permit for a one time trip over Highway 94 without vehicle inspection. With Bob at the wheel and the DiGiorgio family and museum accoutant Joan Bush riding, the old wire repair platform truck chugged its way onto the Museum grounds in full "oooogaaa" voice.

Bob drove the truck around the grounds as everyone stared not believing that the old rattletrap was actually rolling on its own. The event caught everyone by surprise, especially Norm Hill. A special sign for him was attached to the truck above the cab. Norm took a turn at the wheel before announcing that he didn't know much about antique truck restoration but that he hoped some old car buffs in the museum could be found to take on the project of getting the old wheezer fixed up in its original S.D.E. Ry. livery. This truck would make a great museum public relations tool for running in local parades and special events. Any volunteers out there?!

The truck was one of the first pieces of railway related hardware acquired by the museum back in 1968 when a young PSRMA numbered only about a hundred members. It was stored at former museum president Dick Pennick's house for years before being moved to Jack and Theda Benson's ranch in 1979. When the Campo property was purchased a year later there was so much work to do that nobody was in a hurry to move the truck on to its final home.

The DiGiorgios thought that 1984 was as good a time as any to accomplish the task and they did it in grand style. Thanks to Bob, Linda, David and Dick and associates for arranging such a unique surprise for the regular crew at PSRM.



Bob DiGiorgio sits at the wheel of the S.D.E. Ry. overhead trolley wire repair truck that still has its extension platform and safety railings.
(photo by Dale Prescott at PSRM February, 1984)

EDITOR OF "RAILFAN" WOWS MEMBERS AT ANNUAL BASH

A large turnout at this year's annual museum dinner/bash enjoyed a superior program focusing on the last weeks and days of pre-Amtrak passenger trains. The Editor of RAILFAN & RAILROAD magazine, Mr. James A. Boyd, showed some magnificent photography of the last days of the great trains. Jim took most of the shots himself in and around Chicago as the great parade came to an end. He stayed up for several days working his regular railroad job and taking pictures of the last run of one name train after the other. It wasn't until some years later that this superfan got into the rail mag business.

Brian Valleau was responsible for getting Mr. Boyd out to San Diego. Roy Pickering, our Special Activities Director, was also involved in showing Mr. Boyd around town, as well as putting together a wonderful evening for PSRMA. These two really produced a tough act to follow. Jim Boyd was just super!

Executive Director Jim Lundquist gave a brief state of the museum address and introduced the Board of Trustees and the Museum department heads. Harry Doering surprised Jim with the presentation of a handmade rug with a six foot museum logo in the middle. Harry also made a rug for Norm Hill depicting our ATSF caboose No. 1413 which Norm and his troops restored last year. Harry was in turn surprised with the original pen drawing of our PSRM car shop awarded in recognition of a job well done as Treasurer of PSRMA by REPORT editor Larry Rose.

The "Railfan Of The Year" award went to Scott Thompson, the youngest member ever to receive PSRMA's annual recognition for outstanding service to the museum. Scott is a student at San Diego State University. Recognition was also given to PSRMA's life members by Jim Lundquist, who passed out gold name tags with embossed PSRMA logo to all "lifers" in attendence.

Roy Pickering put on one of the best PSRMA meetings ever. It will be tough to top. Thanks again to Brian Valleau for his part in getting Mr. Boyd out to San Diego. Thanks also to the donors to the raffle: Seeth & Barbara Thomson, Brenda Bailey, Dan Marnell, THE WHISTLE STOP, FRANK THE TRAIN MAN, JIM'S TRAINS and REEDS HOBBY SHOP. All contributed to a great evening!

P.R. News

by Robert Warner, Speakers Bureau Director

You may be aware that PSRMA has some very fine programs for presentations to civic organizations, schools, clubs or other groups. Larry Rose has an excellent talk program which he recently presented to the La Mesa Exchange Club. It stimulated much interest about PSRMA and resulted in a lengthy question and answer period. Eric Sanders has a good program about San Diego's "other railroad". This was presented March 1st to the Lemon Grove and the Spring Valley Historical Societies at Lemon Grove Jr. High and again on March 7th to the Friends of The El Cajon Library. This is a well done program, well received. Thanks to Larry and Eric, we are off to a good start.

We are in the process of putting some new programs together relating to the history of PSRMA, current activities, sponsored rail excursions and progress at Campo. To fulfill these plans we need many things: speakers, writers, photographers, historians (you do it? you can help!) We need equipment as follows: Kodak model #460 audio visual projector with slide trays, two 70" x 70" daylight screens, slide duplicator (camera mount), two Kodak model #210 audio visual projectors and many rolls of 35 mm transparency film (and processing).

We would like to borrow your slides or pictures of excursions and other museum activities to copy for use in promoting PSRMA. Our thanks to Larry Rose, Brenda Bailey, Harry Doering and Ann McVeagh, who have supplied us with some of their very excellent slides. If you can possibly part with any of yours, please contact Bob Warner at 463-1082, or drop him a line at the La Mesa Depot. Also, if you have any museum equipment that you are using for programs, please advise us as to its condition and what programs you are doing and when. Any suggestions you may have for interesting programs will be very much appreciated. As you can see, our needs are great, but with your help our potential is even greater.

INDUSTRIAL ARCHEOLOLGY
(Restoration News)

by Norm Hill

C&O 90751

This 1924 wooden caboose is really coming along thanks to the hard work and talents of the following people: Bill Barbour, Dick McIntyre, Steve Norris, Steve Wade, Larry Rose, David Lyman, Geoffrey Shepherd, Mark Baryla, David DiGiorgio, Jim Hamill, Al Barnier, Cliff Pennick, Martin Nemerever, Joe Hartman, Stanley Bartlett, Tim Floersch, Randy Gibson, his son Geoff Gibson, Bob Nickles, Doug Medhurst, Ross Robinson and Norm Hill. Tom Travis, one of our very hard working and dedicated workers, has joined our ranks again after eight months of sea duty.

This caboose is really a jewel. Its former owner, George Thagard, III, had already put a lot of tender loving care into this car which meant a lot of hard restoration and carpentry was done before we got the car. The following major tasks have been accomplished: The ends and sides of the car were sanded and painted caboose red, the older C.& O. caboose color. The end sills, handrail, couplers, trucks, wheels, brake piston, air tank and rear steps were hand stripped or sand blasted, primered and painted black. A lot of parts were repaired, stripped and painted as "homework" projects. Al Barnier, Dick McIntyre, Norm Hill and Jim Hamill did this. This really speeds up our restoration efforts. A lot of parts were reinstalled, handrails, marker holders, wooden ice box and cast iron sink. The whole interior has been undercoated after spending several weekends puttying and sanding what seemed like thousands of small holes, dents, dings, scratches and cracks. By the next newsletter we should have the interior completed. Larry Rose has been corresponding with the C.& O. Historical Society in Virginia to obtain lettering information and other historical data on the car. They have been very helpful, supplying copies of original C.& O. blueprints to insure an accurate restoration.

ATSF 2286

This 1949 steel caboose, built by the Santa Fe, is also showing the results of a lot of very hard work. The following people are working on this car: Norm Hill, Steve Norris, Dick McIntyre, Bill Barbour, Jack Jones, Doug Kerr, A. Steber Kerr, Scott Thompson, Joe Hartman, Martin Nemerever, Ted Kornweibel, Xuy Cuong Lu, Stan Bartlett, Al Barnier, Tim Floersch, and Bob Nickels.

The largest task accomplished in the last three months has been stripping all the old interior paint from the side and end walls. The entire ceiling, the bathroom walls, pantry doors, desk, closet and interior partitions. This very hard work was done with a chemical stripper by Norm Hill, Steve Norris, Bill Barbour, Jack Jones and Martin Nemerever.

Long missing parts are coming in or being built. Seven new sets of windows built by our master craftsman Frank Cook were glazed and undercoated by Ted Kornweibel and Stan Bartlett. Dick McIntyre and Ted installed the windows. What a difference it makes working in the car with natural sunlight. It is very sad that a few brainless rock throwing scum forced our railroads to plate over caboose windows, turning them into cheerless metal shells.

Ted Kornweibel, Doug Kerr, his train buff dad A. Steber Kerr, and Norm Hill built all new bunk beds and the Pullman type bed-benches. Ted bought and donated all the lumber for the four bed-benches. The three new beds were built at Doug's house in Irvine during three Thursday evenings. Working at home is a great way to help our restoration effort. The new furniture has been undercoated and soon will be painted the Santa Fe's interior grey.

Al Barnier, our museum electrician, has stripped and repainted many interior artifacts, fusee box, fusee racks, and other old parts. Scott Thompson totally rebuilt a brake valve to working condition. Dick McIntyre located, donated and installed new angle-iron bed supports. The #2286 will soon be looking like its 1923 counterpart Santa Fe #1413.

Seaboard 5601

Ted Kornweibel built steps for the bookstore car and Harry Doering painted them with brown trim stain left over from the depot job reported elsewhere.

2286 Restoration Fund

Norm Hill	Larry Rose	Jim Lundquist	Paul Bortell
Jim Hamill	Rita Cloud	Ann McVeagh	Bert Straw
William Donavon	Don Braunagel	Don McClure	Ray Cox
Lyle Hall	Dave Fardy	Sharon Lunsford	Bill MacDowell
Randy Gibson	Georgette Davenport	Linda Thompson	Belva Hartz
Bette Donavon	Robert Gunthorp	Donna & John Swink	David Fisher
Bill & Violet Bishop	Ross & Elise Edgell	Esther Mc Cain	Frankie & Marlin
Steve Norris	Tom Travis	Loyd Gage	Schrager

These people kept the #2286 project ALIVE. Eighteen Dollars buys one can of stripper or one can of paint. A great way to help restoration if you cannot work on the equipment is to help buy the paint and supplies we so desperately need. When we complete the caboose we will place a plaque inside with all the donors listed.

SMV Railbus

Our very rare Santa Maria Valley railbus has begun to receive the attention of our restoration staff. Scott Thompson, Harry Doering and Jim Hamill have begun stripping the outside. The motor is already being rebuilt by our mechanical types. This machine will become our number one excursion and tour vehicle for small groups.

SD&AE 050

Stan Bartlett worked on replacing the bad outside window with the better inside ones. Thanks to Stan, we can now open and close all the outside windows. It has always amazed me to see the difference one person more can make on restoration.

SFRD 21335

The "Route Of The Chief" refrigerator car donated by the Santa Fe in October is now on our spur in La Mesa and is being cleaned up by Larry Rose. One panel at a time is being cleaned of grime, exposing bright orange paint underneath which is in very good shape. The first panel done included the big square black and white Santa Fe logo that was sanded down and repainted. This is a "home" project for Larry, being only a few blocks from his house and progress will pick up when the days get longer and we go back on daylight time.

Future Projects

Santa Fe boxcar #276594 is being eyed for sandblasting and painting this spring or summer. David Lyman has been making patterns of all stencils on the car and also the lettering on the tender of locomotive #104, another item in need of paint very soon. David will be well prepared to reletter this hardware when the time comes and has a good hand for this type of work. David is an art major at a local college, and is being groomed as "heir apparent" to sign painter Larry Rose who, so far, has lettered all Museum locomotives and cars that have been painted by Norm's crews in the last nine years.

Coahuila Y Zacatecas No. 1

Larry Rose finally got around to lettering this engine in its 1897 factory paint scheme. Patterns were made from the original pen striping and lettering found when the original paint was sandblasted off late last year. (Don't tell anyone---but its only lettered on one side!)

SP 644

This newest arrival at the Museum got immediate attention to get it protected from the weather. A new roof was put on by Norm Hill, Bill Barbour, Jim Lundquist, Dale Prescott, Geoff Shepherd and Larry Rose. Roger Garrett and Jim Hamill cleaned up the interior. Jim is rebuilding window frames already. Larry, John Ferriby and Al Barnier built new wood drip strips around the cupola and Dick McIntyre is rebuilding all the steps. Bill Barbour, an unashamed S.P. buff, spontaneously started a restoration fund for #644 with a hundred dollar donation!

PSRM Campo

Work at the Museum is pushing ahead on all fronts as more volunteers are getting involved. The first switch from the Museum mainline to the car shop/yard throat area is nearly complete and survey work is progressing for hook up to tracks one, two and three, the car shop, and track four, "Caboose Row".

The track gang for the last few months has been Cliff Pennick, Larry Granfield, Duane Leal, Jim Lundquist, Larry Rose, Geoff Shepherd, Dan Robirds, Jim Hamill, Scott Thompson, "Barney" Barnier, Chris Cooper, Mike and Louise Reneau, John Ferriby, Dana Graham, and Jack O'Lexey. Russ Kimball has been doing the transit work for the crew assisted by a couple of Navy rod and chainmen, friends of John Ashman, who forgot to put their names on the work roster.

The car shop is constantly being improved, thanks to a fat cash donation by Paul Bortell and continued material scrounging by Norm Hill. Paul Bortell, Jim Hamill, Jim Lundquist and Larry Rose installed three new sliding windows in the crew lounge. The same bunch installed insulation and drywall following conduit placement by "Barney" Barnier, PSRM's building and utilities director. The furniture in the lounge has been re-arranged by Jack O'Lexey to accommodate more folks at lunch time and Jim Lundquist donated a naugahide covered couch that converts to a bed when the bunk room gets too crowded.

Dick Ruppert has been a one-man painting crew on the inside with his power roller. He will have more to do soon as Paul Bortell and crew are now taping and sanding the lounge walls. They will move on to the upstairs car shop office next as Barney is nearly finished with the wiring there too. The ceiling in the upstairs restroom has also been covered with new drywall by Walt Shulak and Bruce Goren and will soon be ready for paint.

The roof over the kitchen and bunk room was stripped off last month and hauled to the dump. Water damaged plywood was replaced and a new layer of plywood nailed down over the entire area. Roofing, funded by Paul Bortell, will be installed as soon as possible. Roof removal and plywood nailing was done by Barney Barnier, Joel Cox, Randy Gibson, John Ferriby, Dale Prescott, Jim Hamill, and Paul Bortell. Paul and Jim got this project started with a mid-week work session and these guys are supposed to be retired senior citizen types! Paul is so gung-ho these days he even provides lunch and cook service for the workers in addition to his regular Museum projects.

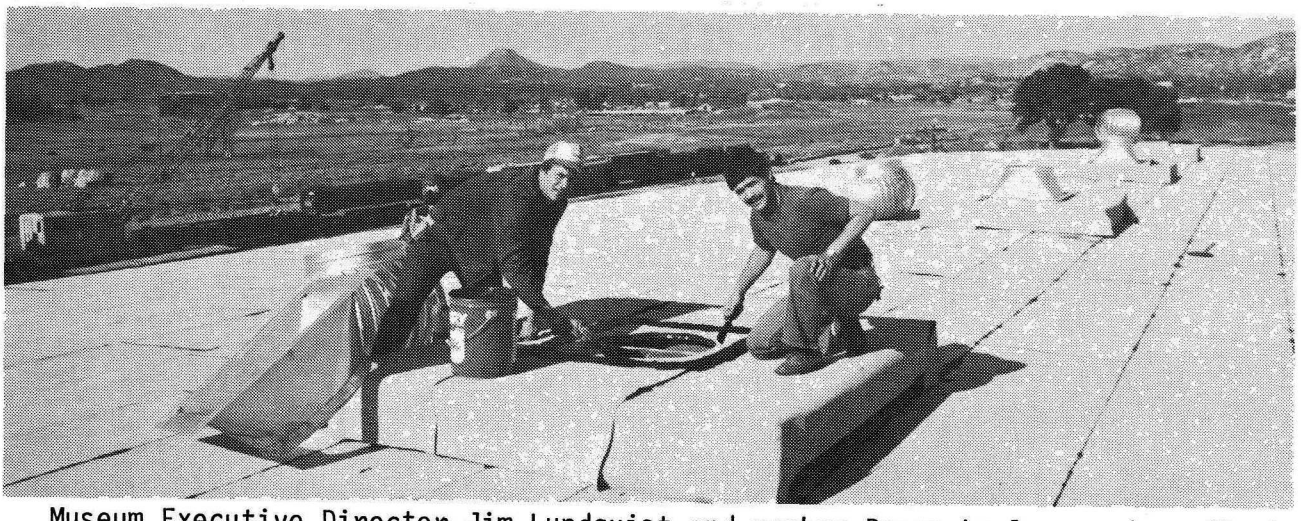
When the mechanical department troops and the restoration crew are lumped in with the track gang, groundskeepers and car shop carpenters, an impressive list of museum workers is the result. This is the largest group of hands-on Museum builders we have had in any two month reporting period at PSRM Campo. Several other members worked at the Museum, but didn't sign the log. the editor of this sheet never thought he'd see the day when there were folks working at the Museum he didn't immediately recognize, but it happened last month. This is most encouraging! New people bring new enthusiasm. This endeavor is really getting to be fun! Thanks to all!

Stan Bartlett
Larry Rose
Brian Valleau
Dick McIntyre
Bob Nickles
Chris Cooper
Steve Norris
David DiGiorgio
Marlene Ashman
Bob Haney, Jr.
Cliff Pennick
Sherry Wright
Dana Graham
Curtis Beck
Ron Hyatt
Russ Kimball

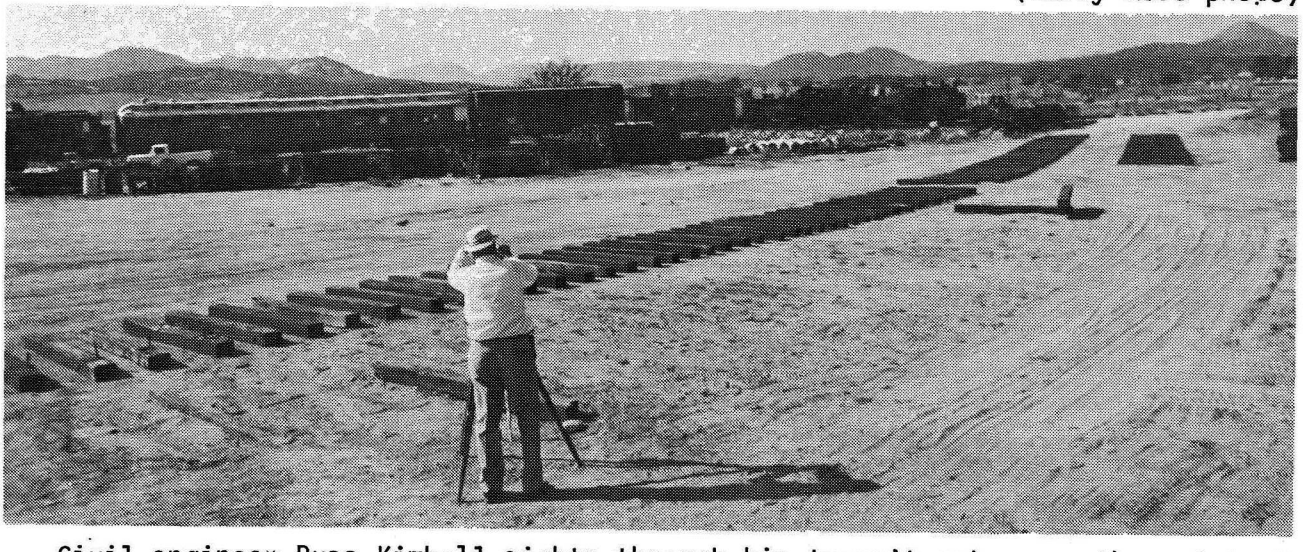
Martin Nemerever
Norman Hill
Ted Kornweibel
Geoff Shepherd
Chris & Mary Keller
Mike & Louise Reneau
Al "Barney" Barnier
Tim Floersch
Joe Hartman
Dick Ruppert
David Lyman
Rita Cloud
Duane Leal
Mark Baryla
Greg Miller
Diane Ferriby

Mike Reading
John Ashman
Dale Prescott
Elaine Warner
Luis Blas
Jim Hamill
John Ferriby
Walt Shulak
Joel Cox
Henry Lines
Randy Gibson
Ann McVeagh
Larry Granfield
Tim Miller
Steve Wade
Xay Cuong Lu

Ken Helm
Dan Robirds
Harry Doering
Scott Thompson
Roger Garrett
Tom Travis
Paul Bortell
Bruce Goren
Bob Haney
Herb Yaklin
Sheila Wright
Geoff Gibson
Jack O'Lexey
Frank Molinard
Tom Cheesborough
Ross Robinson



Museum Executive Director Jim Lundquist and member Duane Leal spread mastic in preparation for wind turbine installation on the freshly redone car shop roof.
(Larry Rose photo)



Civil engineer Russ Kimball sights through his transit set up on the point of intersection of the curve on track two. The yard lead switch is just around the bend at right.
(Larry Rose photo)



Geoff Shepherd, right, watches three San Diego Trolley operators drive spikes at the PSRM yard throat lead switch. The trolley jockeys from left, are: Larry "Grandma" Granfield, seniority No. 1; Jim Lundquist, seniority No. 2; and Duane Leal, seniority No. 6.
(Larry Rose photo)

"EVERYTHING TRAINS" GIFT SHOP NEWS

NOW THAT WE'RE IN LA MESA, your Museum Store is taking on a new look. We're attracting more serious railfans and less tourists than we were on the Embarcadero, and our merchandise selection is changing to reflect that.

MORE AND "NEW" ANTIQUES AND COLLECTIBLES The Gift Shop crew has been out as usual, scouring the County and elsewhere for quality collectibles for the shop. We reject more than we buy, because there is so much out there that is overpriced, or poor quality, or just plain fakes. We can't advertise specific items here, of course, because most of these things are one-of-a-kind only, and will likely be gone before you read this. But come in and see for yourself. Bring in your "want list". If we don't have something you're particularly looking for, we'll be glad to keep our eye out for it while we're shopping around.

NEW PSRMA LOGOS are now in. We have the PSRMA cloth patch back in stock, and by the time you read this, we should also have the new PSRMA cloisonne tac. Tell the world that you're a member of PSRMA by wearing a patch or tac.

YOUR FAVORITE MAGAZINES are now stocked regularly. PACIFIC NEWS, RAIL CLASSICS, PASSENGER TRAIN JOURNAL, RAILFAN AND RAILROAD and TRAINS are available in our shop.

REMEMBER, EVERYTHING TRAINS! is PSRMA's museum store. It's manned entirely by volunteers, and all profits go to support PSRMA. Besides bringing in cash profits, our antique-locating skills are often used to pick up items for the Museum's collection. So support your favorite Railroad Museum by doing your gift shopping and building up your collections at EVERYTHING TRAINS! Gift Shop.

WE'RE OPEN AT THE LA MESA DEPOT, from 1 to 5 on Fridays and from 12 to 5 on Saturdays and Sundays. Phone 283-3066 (Linda's home).

DON'T FORGET YOUR DISCOUNT CARD! That's your PSRMA membership card, always good for a 10% discount at EVERYTHING TRAINS!

THANKS TO OUR HARDWORKING VOLUNTEERS for January and February -

John Juliussen (7 times!)
Bob DiGiorgio
Cecil Badman (3)
Rae Gay
Terry Danielson
Dave Slater (2)
Charlie Wade (4)
Barbara Simpson
Sheila MacKay (2)
Gene Wegener
Bill Schneider
Tracy Jackson
George Geyer
Linda DiGiorgio (15)
Carmen Donovan (3)
Roy Pickering (3)
Kathy Danielson
Brian Jackson
Bill Evans (3)

More P.R. News

Did you see the big PSRM article in the March issue of RAIL CLASSICS? Ed Stauss, the editor of this popular railfan mag, contacted Larry Rose last fall and asked for all the details of our "Great Freight" adventure for a feature article in his publication. The result was a seven page article with eleven photographs and map! PSRMA never looked so good!

EXCURSION SCHEDULE

Apr. 28-May 6....Copper Canyon Tour
May 26-June 4....Heart of Mexico Tour
June 16.....PSRM Campo Bar-b-que
Jul. 21-22.....Hearst Castle Tour
Aug. 11.....Harbor Cruise
Aug. 25-26.....Sierra Railroad Tour
Sept. 15....Dinner at San Juan Capistrano Depot
Oct. 6-14...Guadalajara Shopping Tour
Oct. 27-28..Puerto Peñasco Weekend
Nov. 3.....One-Day Trip to Puerto Peñasco
Nov. 10-17..Copper Canyon Tour

Don't miss this year's bar-b-que and open house at PSRM. It's happening on the same day as the reinactment of San Diego County's most celebrated shoot-out and lynching. This is Campo's biggest fun fest, centered about the old stone store, the scene of the shoot-out between bandits and local residents more than a hundred years ago. The Campo border riders will be on hand in full western regalia and PSRM is part of this year's show. Mark it on your calendar.

LA MESA DEPOT MUSEUM REPORT

by Adalaida Stanley

La Mesa Depot is chugging right along. Special mention should be given to those who this past year have set aside ONE DAY each month to staff: Richard and Betty Teague, Russ Stockwell, and Margaret Collins. There will be more to add to that list next time the newsletter comes out, but let's make it lots. Four to five hours a month isn't much to give and Margaret Barksdale and I would certainly appreciate the extra help.

Have you noticed the sparkling clean windows? Ron Milot sneaked over and did those one day. He tried to keep it a secret, but we caught him in the act. Many thanks, Ron! Scott Johnston and Margaret Barksdale are responsible for the interior clean up of the "Robert Peary", a fantastic job.

The all-redwood depot exterior was restained in February and it looks great! Members who contributed money toward a gallon of stain were: George Medlin, Margaret Barksdale, Al Ellis, Dave Slater, Kay Stout, Larry and Tanya Rose, Trig Stanley, and the La Mesa Historical Society. Margaret Barksdale was the hustler (no offense, Margaret) for donations from neighbors Mr. and Mrs. Maurice Wing, Andrew Russo, Mr. and Mrs. Dan Dobran, Mrs. Helen Rogers, and La Mesa Furniture.

Soft drinks for the fellows were donated by Margaret Barksdale and Walt Morrison. Kay Montgomery brought a gallon of home made lemonade, Margaret Barksdale, her daughter and Emilyn and George Medlin brought snacks including cakes, cookies, and deviled eggs. Trig Stanley made nachos .

Faithful painters were Larry Rose, Scott Johnston, Bob Haney, Norm Hill and Harry Doering. Larry worked all three days over the Washington's Birthday weekend to ensure that everything would be painted in one shot. Thanks, crew, for a first class job!

Many thanks to the following folks who staffed the depot in January and February:

Bea Acers
Judy Arbuckle
Bill Niedrich (2)
Bob Hull
Betty Teague
Walt Morrison (2)
Kay Montgomery (2)
Dorothy Cotton
John Juliussen
Margaret Barksdale (4)
Margaret Collins (2)
Jack Ebey
Dan Botkin
Richard Teague
Joe Laurent
Dee Duncan (2)
Lyle Cotton
Russ Stockwell (2)
Trig Stanley (3)
Hallie Holmes (2)
Julius Acevez
Bill Schneider
Mike Retz
Nelda Mendoza
Scott Johnston
Wilma Perkins
Ed Arbuckle
Lanny Starr
Al Ellis (2)
Max Miller
Mary Becker
Kay Stout
Robin Shelton
M.O. Perkins

I can be reached at 444-1648 or get in touch with Margaret Barksdale at 464-0061 and get involved with showing off our beautiful, award winning depot!

EXCURSION HOT LINE 588-8444

MECHANICAL DEPARTMENT

Work on our locomotives continues every week. Shay #3 is in the middle of throttle work and Coos Bay #11 has been given a hydro test. John Ashman, our Chief Mechanical Officer and Ken Helm, Master Mechanic, have been pushing on all fronts including work on diesels #7485 and #1809.

Brian Valleau, Henry Lines and Frank Molinard have been working on #1809, the 120 ton MRS-1. With #1820 on hand for parts, this locomotive should be a reliable performer in the near future.

#7485, the hero of the "Great Freight" last August, has gotten some leaky gaskets replaced. The gaskets were funded by museum regulars Mike Reading, Dale Prescott, and Dick Ruppert. It is typical of PSRM projects, no matter what it is, 104/050, Buy-A-Tie, restoration or locomotive maintenance, the people actually doing the physical work always are the first to dig into their pockets. Thanks people for keeping this little diesel in top shape.

The wrench jockeys of late have been: Dan Robirds, Mike Reading, Chris Cooper, Dale Prescott, Frank Molinard, Henry Lines, Ken Helm, Brian Valleau, Jim Hamill and Dick McIntyre.

Railfan Patrol News

Leadership of PSRM's Railfan Patrol has passed from Dr. Mark Cramer M.D. to Captain Richard J. Schleicher U.S.N. a life-long railfan and railroad modeler. Dick is a native Californian and an avid Santa Fe buff whose twenty seven year Navy career as a nuclear submariner took him far from home until 1982, when he returned as the commanding officer of the Service School Command at the Naval Training Center in San Diego.

Dr. Cramer had kept the patrol going after guiding light Ed Smith got married and disappeared from sight. Mark's busy medical practice began to curtail his railfanning last year and he had to bow out as director afterdoing a fine job. Dick Schleicher has stepped in at the right time to continue the high quality professional leadership that PSRMA's citizen involvement rail safety idea has enjoyed since its beginning.

The Railfan Patrol is a means to enhance your hobby of train watching by doing something productive while you are out stalking the mighty iron horse with your camera, and which can give railfans a good name. It is a proven means by which you personally can help protect your favorite railroad and its trainmen by helping put some of the trouble makers, like vandals and thieves, in jail.

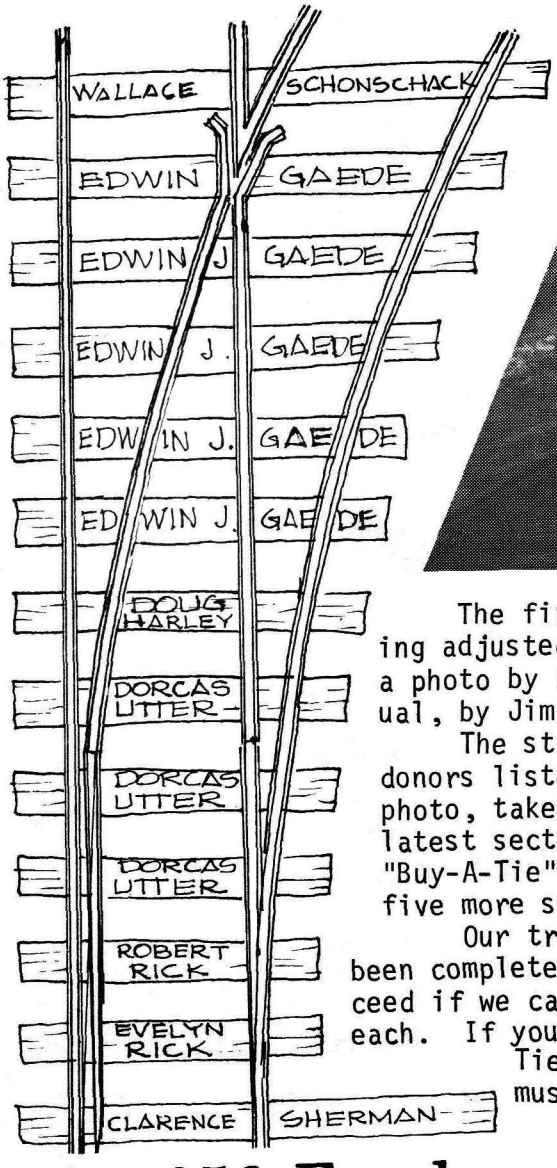
The Railfan Patrol is strictly an eyes and ears only operation, not a police, law enforcement or vigilante organization, and we do not make contact with the general public. Nor is it a way to legally trespass on railroad property! All members must abide by the patrol's and railroad's rules and regulations. So much for the limitations and restrictions.

Ed Smith's work has helped lead to the arrest of over 150 vandals by the Santa Fe Police. We have a very close and unique relationship with the San Diego (4th District) Santa Fe Police agents; it has taken years of work to build up their confidence in us. We have made a real difference in reducing the local railway problems and the ATSF has even acknowledged the work of this program from their Chicago headquarters. We are presently attempting preliminary discussions with the Southern Pacific, San Diego and Arizona Eastern railroads and the San Diego Trolley.

It truly rewarding to watch trains and be able to help the railroads to thwart attacks by rock throwers and vandals, and to have helped put these people behind bars. It makes railfanning much more meaningful. Basically, if we see a crime or dangerous situation on railroad property, we immediately notify the railroad police office and' they promptly respond to make the contact and arrest.

If this sounds like what you are interested in doing, contact Dick Schleicher, Director of the Railfan Patrol, at the following address: Capt. R. J. Schleicher, USN, Director, PSRMA RAILFAN PATROL, Quarters "C", NTC, San Diego CA 92133. Phone: (H) (619) 223-1087, (W) (619) 225-3416.

BUY-A-SWITCH-TIE FUND PRODUCING RESULTS AT PSRM





The first switch stand on museum property is shown here being adjusted by Jim Lundquist, Larry Rose and Geoff Shepherd in a photo by Dale Prescott. Supervision is being provided, as usual, by Jim's ever present mutt "Ms. Sport".

The stand is placed on one of the long ties purchased by the donors listed on the switch tie chart in this column. Also in the photo, taken at the northeast end of our Campo property, is the latest section of the PSRM mainline laid on ties provided by our "Buy-A-Tie" donors. Progress has been great but we still have five more switches to install to activate the car barn tracks.

Our track gang needs your support. The survey staking has been completed by our engineer Russ Kimball and we are ready to proceed if we can get some more long ties. The big sticks are $14.00 each. If you can help, send your donations to: PSRM Buy-A-Switch Tie Fund, 4695 Railroad Ave., La Mesa CA 92041. Help your museum make tracks!

104-050 Fund

We are slowly paying back the low interest loan that Mrs. Celia Hatz was kind enough to advance us. The members listed in this column have been donating to this fundraiser way beyond their fair share. Carol Lundquist went to the well four times in the last two months for PSRMA and Mary Sanders was back again to help as she has many times before. The generosity of the members listed in this column over the last two years help greatly to reduce the weight of this millstone from about our necks. Unfortunately, the financial burden left from the Museum's most difficult project is still there.

The rescue of San Diego's most important railroad relics was certainly worth the effort but the lingering debt still slows our progress. This newsletter, for instance, is late this month because of the crimp it puts in our cash flow. Recovery now amounts to only about $3.75 for each member that has not yet participated in this project. Let's gang up on this one and get it behind us. It will be easy if we all help. Send what you can to #104-#050 Fund, PSRMA, 4695 Railroad Ave., La Mesa CA 92041. Get yourself on this list of friends of San Diego's most treasured railroad relics!

John & Dorothy Helm
John & Dolores Cottom
Wallace Schonschack
Robert J. Hannah
Douglas Harley
Mary C. Sanders
Russell L. Stockwell
Carol Lundquist (4)
Larry & Tanya Rose
Bart Bishop
Brian Valleau
Elwyn Heller

Honor Roll

TED KORNWEIBEL donated all the lumber for the #2286's new bed-benches.

WESTERN SANDBLASTING of Santa Ana sandblasted caboose #2286 interior parts.

REGENCY ALUMINUM PRODECTS of Simi Valley, California donated the windows for our crew lounge and restroom.

BOB HALLOCK PAINTING of Costa Mesa rebuilt spray gun, donated lacquer thinner, paint thinner, undercoat for #2286 and the C.& O. caboose and paint brushes.

AL BARNIER gave portable work lights.

CREST INSTALLERS, INC. of Anaheim donated lumber for the #2286's new beds.

MISSION SHEET METAL of Santa Ana built two new caboose water and ice coolers from an old set of Santa Fe water cans.

TERRY E. DURKIN gave us Santa Fe caboose lamps.

TRI-STAR FRAMING of Newport Beach gave roofing plywood, 100' heavy duty power cord, nails and miscellaneous 2x4's and 2x6's.

SAM & MIKE VAN DERHOEF donated caboose stove pipes, caboose electric lights and an S. P. caboose fusee rack.

NORM HILL gave lumber for #2286 long bed bench.

ROGER GARRETT & JIM LUNDQUIST advanced money for the S.P. caboose move.

LETNER ROOFING located in Orange, California donated four rolls of composition roofing, tar, mastic and nails.

ACCENT INSULATION of Arleta, California donated thirteen rolls of insulation for the crew lounge and shop office.

TRI-COUNTY DRYWALL in Garden Grove, California gave sheets of drywall, nails, and taping compound for our crew lounge remodel.

LA MESA PLANING MILL of El Cajon made specially milled tongue and groove 1x4's for caboose #2286.

BRAD & KATHY BAUMAN of Ocean Park, Washington donated hardware and canned goods for the Museum field kitchen and pantry.

ROBERT B. WRIGHT donated the Union Pacific calendars now displayed in the depot and the bunkroom and lounge at PSRM.

DANA GRAHAM donated a box of large brass nuts and bolts to our parts room at PSRM.

R. W. LITTLE CO. of San Diego donated sandblasting and power coat finishing of the bell hanger for our Coos Bay Lumber 2-8-2T #11.

DICK BARKSDALE, Margaret's son who lives in Arizona, donated funds for the fancy engraved gold name badges for all the staff.

PAUL BORTELL donated several hundred dollars to fund a new roof for the kitchen and bunk room at PSRM.

GENERAL FUND DONORS: In these times of tight cash flow and equipment acquisitions and moving, the following cash donors helped ease the burden: Al "Barney" Barnier, Dale Prescott, Orville Baker, Sr., the Roesener family, and Terry E. Durkin.

LOYD GAGE - WESTERN SANDBLASTING of Santa Ana, has rebuilt the Museum's sandblasting pot with parts valued at $500.00.

ARTHUR PRESCOTT donated five sliding windows to our museum building effort at Campo.

HARRY DOERING donated compressor rental for the "Commandant" brake work at Mira Loma and also funded parts for our caboose #644 trucker who broke down enroute to PSRM.

DICK MC INTYRE & ARN HUNSBERGER scrounged, donated and delivered a large hydraulic press to PSRM Campo, a handy item for our fledgling machine shop.

NEW BUSINESS PHONE FOR PSRMA

The official PSRMA phone, located in Brenda Bailey's CPA office, has a new number and it is very easy to remember. Just punch the letters "MY-PSRMA" (697-7762) should you need to contact the museum staff during regular business hours. The phone will continue to be maintained by Brenda and her office staff as it has been for the last several years, at least for the time being. Brenda has served as board member treasurer, financial advisor and accountant for PSRMA as well as providing answering service for years, mostly without thanks or recognition for a job well done. The museum is indeed fortunate to have someone of her caliber handling inquiries from the public as well as our business affairs since 1977.

MEMBERSHIP NEWS

Two more peole have been added to our life membership roster. C. J. McMahon is a member of the California Early Day Gas Engine and Tractor Association and is the "Chief Honcho and Gandy Dancer" for their 900' narrow gauge railway the Guahome and Sometime Lately Railway. Long-time supporter John D. Corder, a Burlington Northern engineer who lives in McCook Nebraska, won our membership contest in 1979 and was the first (along with wife Dorothy) to donate (a cool $100.00!) to the #1413 restoration fund. Adding their support also are the following people. Thank you, all!

LIFE MEMBER #26

Charles J. McMahon

LIFE MEMBER #27

John D. Corder

SUSTAINING

M/M W. E. Young, Jr.
Edward D. Breck

SUPPORTING

Alan Gabbatt

SUSTAINING

Robert E. & Mary Eikel
Keith Adams

CONTRIBUTING

M/M George Sorenson
Gary & Judy Pike
Judge & Mrs. Leland C. Nielsen
Seeth L. Thomson
Robert B. Burnaman
James & Geraldine McFarlane
Ernest & Jane Schnepf
Walt Stringer

FAMILY

John C. & Judy Quirk
Steve, Kay, John & David Coons
Landon & Janice T. Markwith
Dick & Joan Miller
Bob & Janet Anderson
Greg, Kathy, Christine & Brandon Gemlo
John & Phyllis M. Healy
Scott, Betsy, & Philip McClendon
Fred W., Pearl L., Christopher & Rebecca Smith
Ann & John E. Shaw, Jr.
David & Merri Robinson
Allan G., Isabelle M., Erik & Scott Miller
Jack, Patricia L., & Blanche Keegan
Robert M., Linda, & Dana Gillett
Harold & Peggy Hickman
Bob & Katherine C. Brown
Jim & Lynn Hunt
M/M Jerome ("Jerry") Kolb
Greg & Dori Vaughan
Bob & Aldis Johnson

REGULAR

Ralph Oxhandler
Russ Unangst
Leo R. Clarin
Clifton W. Meinsen
Jon R. Sirrine
Herbert Hirsch
Timothy I. Miller
Kenneth A. Holmes
William M. Hawkes
Henry F. Bugenhagen
Jonas I Hannan
Jack M. Wade, Jr.
Donald L. Endicott, Jr.
Harold F. Westfall
Aikman Armstrong
Bette L. Donavon
Eugenie Prescott
Craig B. Story
Philip J. Fairstone
Larry Granfield
Mrs. Claria Meeder
Bart Swaim
Kent D. Miles
Eric J. Almeraz
Richard Finch
Robert B. Sponsel
Darrell Brewer
Gordon W. Kister
Tom Bell (CN hogger)
Charles Weymouth
Bob Hauser
William R. Attaway
Celia L. Hatz
Eugene H. Lafo
John Walsh
A. D. Giovanetti
Dr. Claude F. Merzbacher
Ross C. Robinson
Nancy Burnett
Tony Lozze
Winifred Robinson
Norman Holmes
Mike Van Derhoef
Robert J. Hannah
Orville Baker, Sr.
Lloyd M. Tucker
Joseph A. Strapac
Jack Shelton

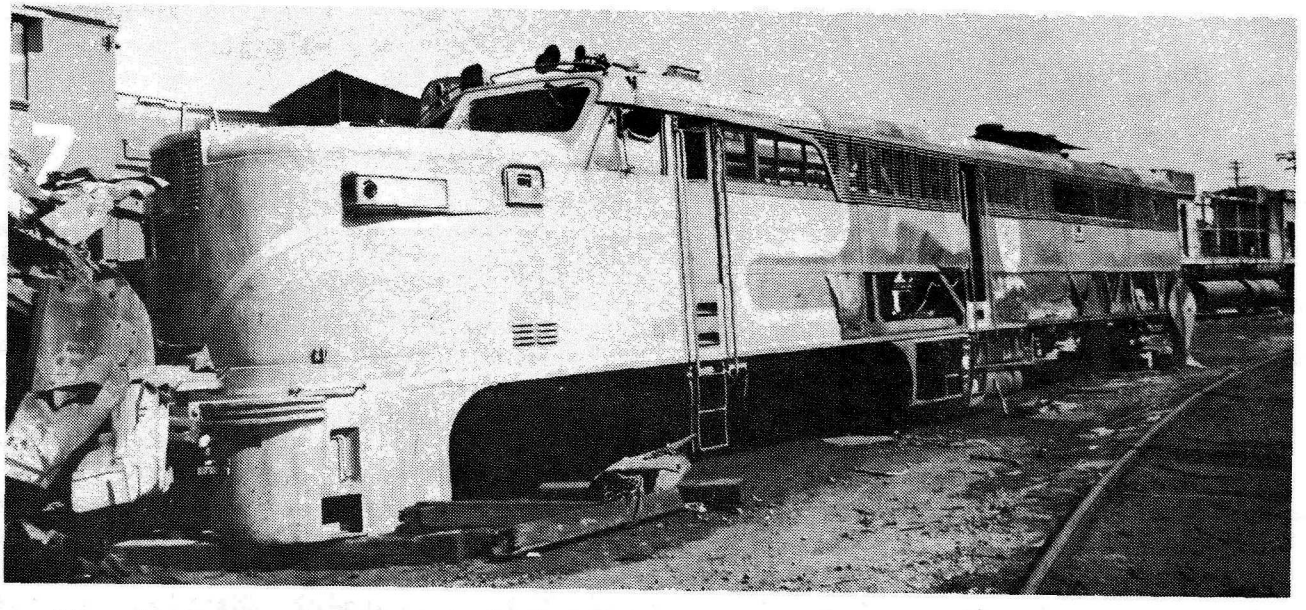
IN MEMORIAM

We wish to extend our deepest sympathy to member Robert H. Watrous and his family. Robert's father Hollis E. Watrous passed away recently and he has asked that any contributions in memory of his dad be made to the Museum's restoration fund. The following folks have donated:

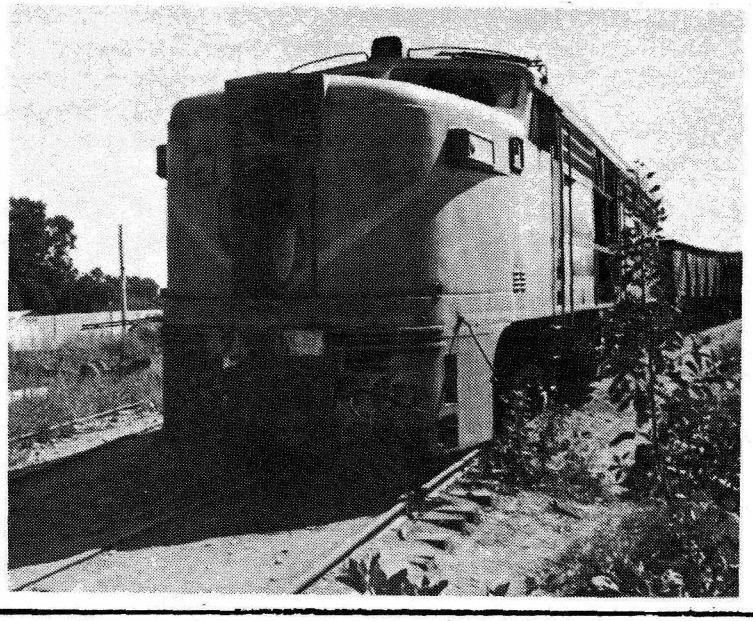
M/M Dwight C. Rogers
Harcourt Brace Jovanovich, Publishers
M/M Jeffrey Porter



This PA was rolled over a few times and now sits in the weeds with other junked locomotives.

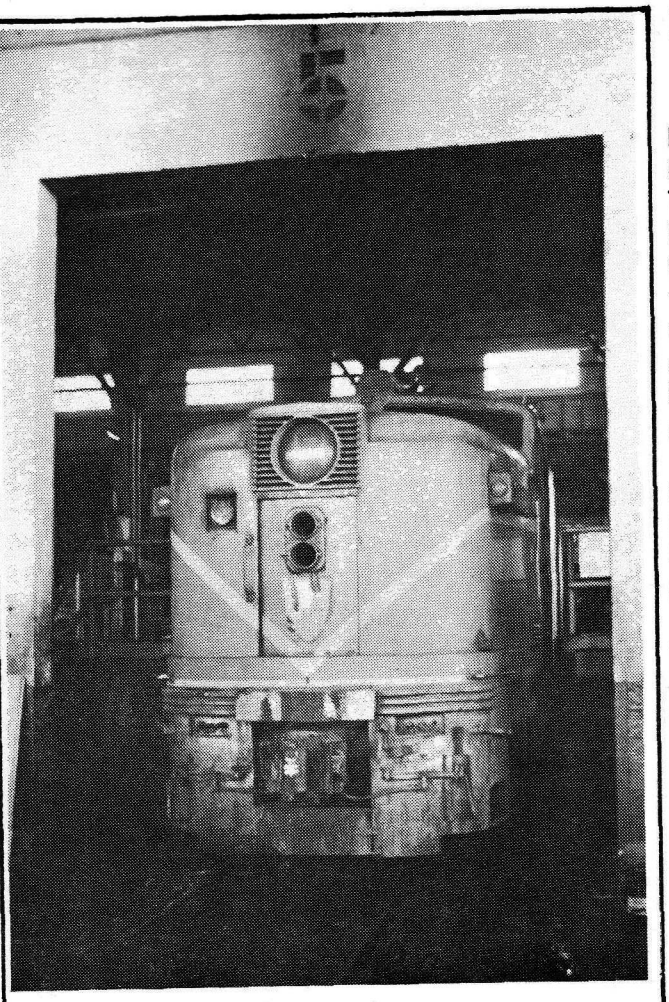


Fire damaged and stripped of parts, this old Santa Fe veteran rots, truckless in the "outback" at the Pacifico shops at Empalme.



← This shell of #17 now sits on shop trucks totally stripped of usable parts. Photographed by Larry Rose, to the accompanyment of groans and whimpers from rail-fans in attendance, the last of a great breed of beautifully designed locomotives slips into oblivion.

WHERE HAVE ALL THE ALCOS GONE?



The last surviving PA sits in a service bay at Empalme, still lettered for the D& H, waiting for a trip north and preservation. The Mexican shop people are very much aware of its historical significance.

Last of the ALCO PA's

Do you remember the last stand of the ALCO PA's in red War Bonnets on the San Diegans, the Grand Canyons and elsewhere on the Santa Fe? The last four of this noble group went to the Delaware and Hudson after a Morrison-Knudson rebuild but retained their War Bonnet outline in blue. Several years ago, the foursome went to Mexico operating between Nogales and Empalme and points south. They were seen at Benjamin Hill by this reporter three years ago rolling a twenty car passenger train north.

In February they were seen again by PSRMA excursionists at the big Del Pacifico shops at Empalme, about 400 miles south of the Border. Sadly, they have fallen on hard times. Only one remains in decent shape. The good news is, from our Mexican railroad hosts at Empalme, that the last PA will be saved. It will go in trade back to the U.S. and eventually to a midwest museum.

All four of the PA's left were photographed by the REPORT editor and are in this issue to end all rumors as to their condition and disposition. Other ancient ALCO's were also seen at Empalme, including the hulks of two FA's, but that's another story.

Next time PSRMA goes to Empalme, by all means go! Its an incredible place for the serious railfan. Our excursion specialist Ann McVeagh organized this super tour that featured an ex-NYC 10-6 Pullman coming and going through some fantastic Mexican railroading. The Mexican railroad men at Empalme rolled out the red carpet and treated the fans to a super time.



The pitiful carcass of a very rare ALCO FA sits in the mud in a jungle of first generation diesel husks, shells and debris. (L. Rose photo)

THE GREENING OF PSRM CAMPO

by Jack O'Lexey, Groundskeeper

Landscaping for Campo is in the development stages. Phyllis Antonsen is presently researching and designing a landscape plan including irrigation details. Ed and Hazel Duling will also be helping in the development of the landscaping and the design of the sprinkler systems.

We have received a committment from Submatic Irrigation Systems of Lemon Grove for the donation of 2" pipe to get water from the car shop out to the picnic area and the proposed location for a water tank for the steam engines. We have received a cash donation from Duane Leal, two pine trees from Scott Thompson, a pine tree from Geoff Shepherd, a melaleuca from Herb Yaklin, and a eucalyptus from Dick Ruppert.

Any major planting will not really start until the sprinkler system has been designed and installed. I had hoped to get several trees put in right away, but since we are not having a wet winter we must now make sure we are ready with a good working sprinkler system.

We are still looking for more people for the Grounds and Landscaping committee. In addition to the above folks, members Mike Retz and Peggy Secor have volunteered. If you want to help with landscaping, CALL JACK AT 283-8009 AND LEAVE A MESSAGE.

If you don't have a green thumb but want to help sort out things, we have several barrels of tie plates, spikes, bolts and miscellaneous parts. Most important right now are tie plates; several barrels have different sizes and we need to put them on pallets. Taking care of the grounds also includes keeping a handle on material stored outside. There is work for many hands, so give me a call. Getting involved is fun!

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
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