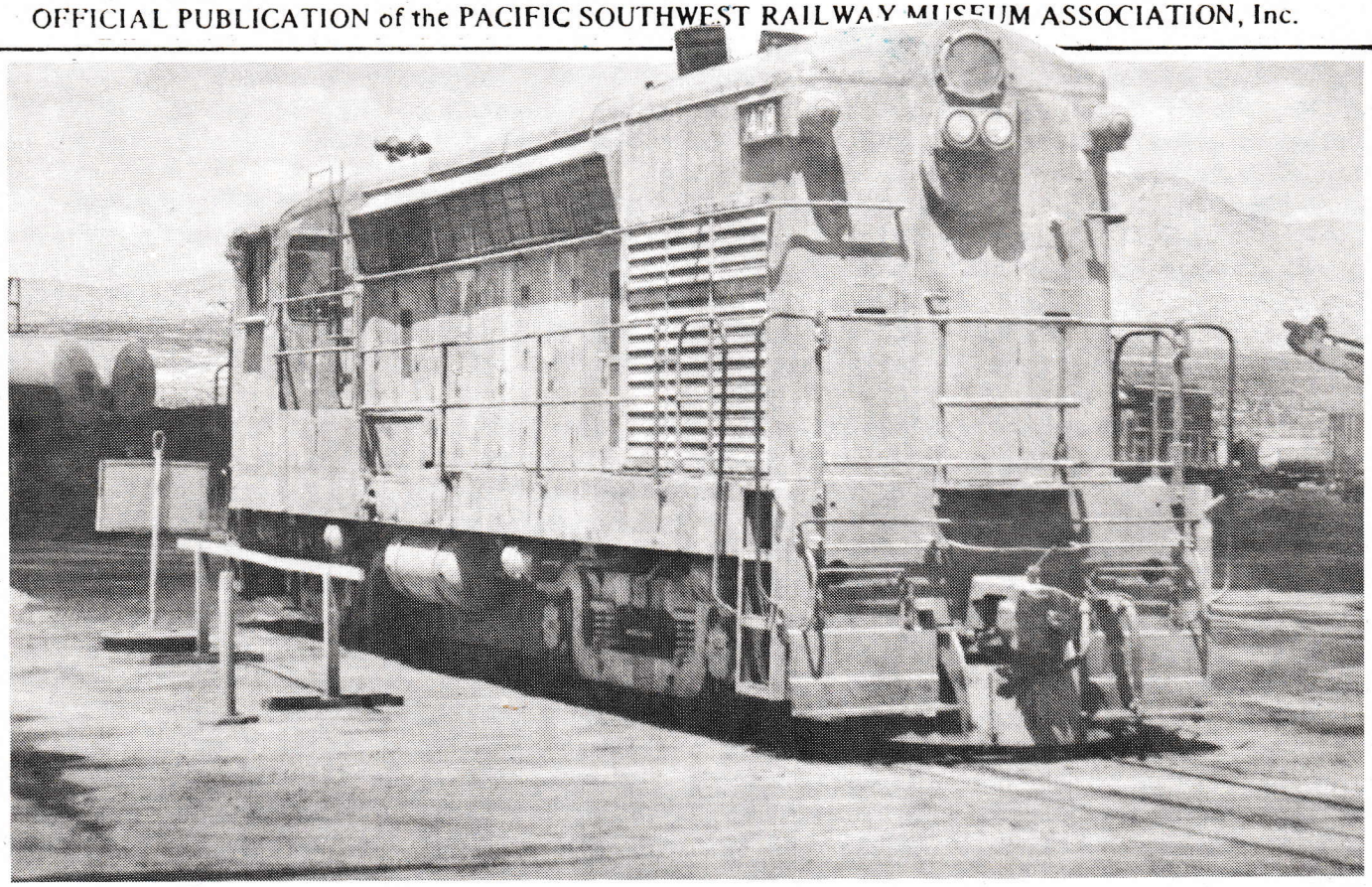
May Jun.'84 **REPORT** No. 192

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



RARE FAIRBANKS-MORSE LOCOMOTIVE DONATED!!

Fairbanks-Morse built ninty-six 2000 H.P. Model #H20-44 diesel-electric locomotives at their Beloit, Wisconsin plant in the late forties, turning out the first demonstrator in August, 1947. Only three of the type exist today, one of which is that first demonstrator unit which now belongs to PSRMA, thanks to the generosity of the Southwestern Portland Cement Company of Victorville, California. This terrific donation also included a hopper car, a tank car, some maintenance-of-way equipment and manuals and spare parts for the fully-operational 125 ton locomotive! This major acquisition was a complicated affair and makes for a great lead story in this issue of the Museum sheet. The hot roll continues!

(Norm Hill photo)

ANOTHER MAJOR ACQUISITION FOR PSRMA!

The Museum equipment collection has been enriched with a major rolling stock donation by the Southwestern Portland Cement Company of Victorville, California. Leading the list is SWPC diesel switcher #408, built in 1947 by Fairbanks-Morse as the first of its kind. It is also very nearly the last of its type, as the group of ninty-six Model H20-44 locomotives originally built has dwindled to only three left in the world.

The last three have been working at the Victorville cement plant for the last twenty years, lettered SWPC 408, 409 and 410. Our engine, 408, was the first demonstrator unit built in August, 1947, and was numbered by the factory 2000 in reference to its horsepower rating. Union Pacific bought the 2000 and ten of its sisters in October, 1947, for $250,000.00 each, numbering the units 1360 to 1370. Our locomotive was assigned Number 1366. SWPC 409 was also in the U.P. group and carried No. 1369.

SWPC 410 was the very last H20-44 built in 1954 and worked for the Akron Canton and Youngstown Railway and the Norfolk and Western before going to the cement plant. The Union Pacific retired 1366 and 1369 in November, 1962, selling them to the cement company in 1963, the same year Fairbanks-Morse got out of the locomotive business. At Victorville, the "13" was painted out and the two units operated as SWPC 66 and 69, wearing their original U.P. yellow paint until 1969, when they were painted green and given numbers 408 and 409 that they wear today.

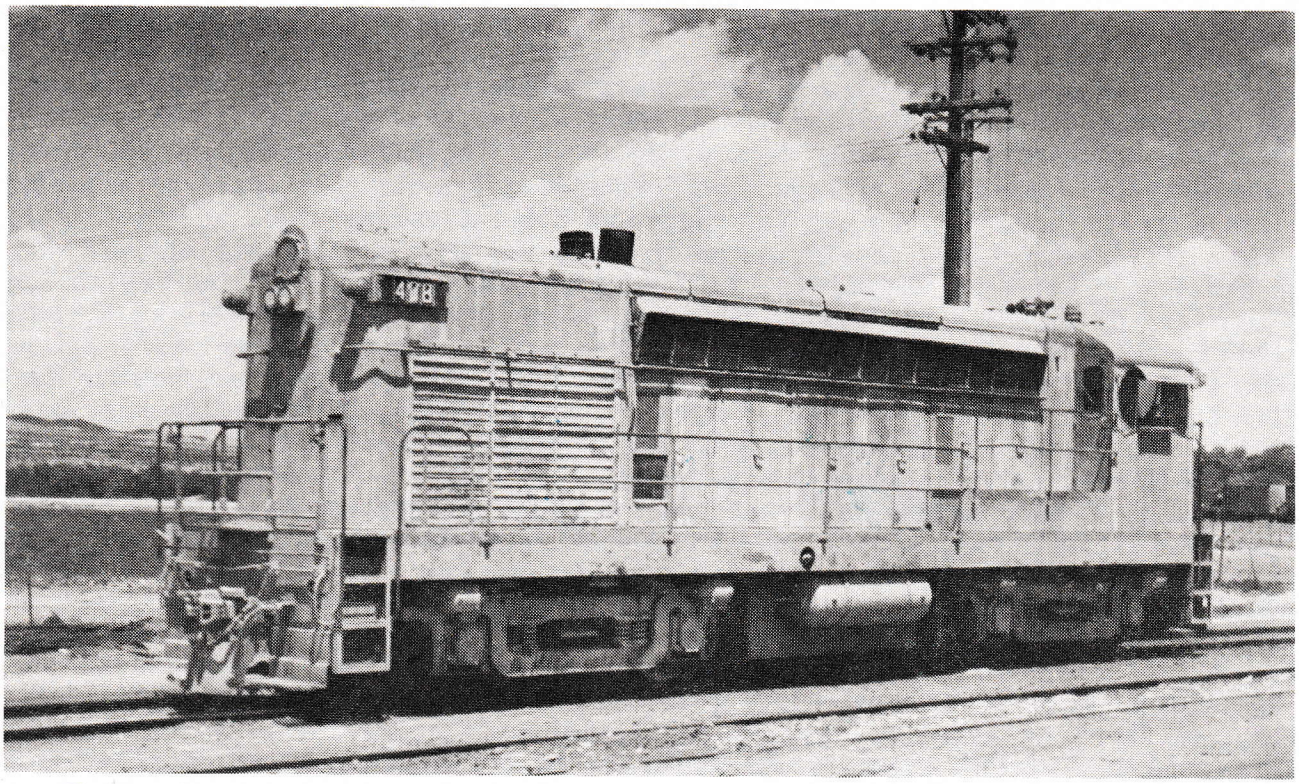
The 408 is the second locomotive donated to PSRMA by SWPC. In 1966 they gave us their old 0-6-0T steamer #3 built by Davenport in 1923 which is now on display at our La Mesa Depot Museum. #3 weighs only 59 tons and will be dwarfed by 408 which is fifty one feet long and weighs 250,000 pounds. 408 routinely handled 500 ton trains up the 3.5% grades of the cement plant's Mojave Northern Railroad and will have no trouble pulling our "Great Freight II" up the 1.4% grades of the T&T and SD&AE when we roll it to Campo later this year.

In April the mechanical department, led by Chief Mechanical Officer John Ashman and Master Mechanic Ken Helm, along with Equipment and Restoration Superintendent Norm Hill, PSRMA Executive Director Jim Lundquist, Acquisitions Director Roger Garrett and their assistants ventured to Victorville to get some hands-on experience operating the 408 and to talk to the SWPC mechanics about the maintenance history of the locomotive. This was the first opportunity our mechanical types have ever had to talk to the folks that have operated and maintained for many years a locomotive donated to PSRMA. In addition to this first-hand knowledge, our people picked up a complete set of repair manuals, the maintenance history and operators guide books and many spare parts for the 408.

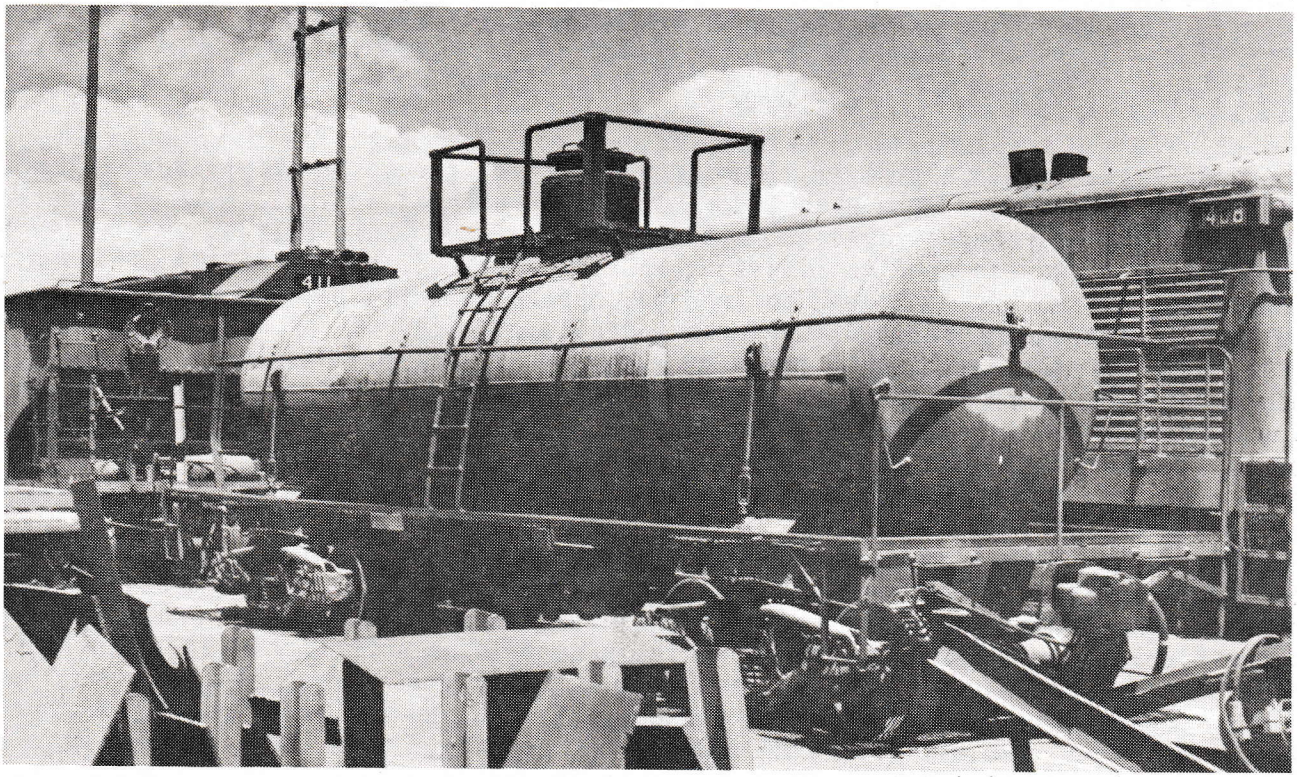
After a most informative engine house and shop tour by our SWPC host Mr. Ed Cox, all hands got some throttle experience on 408 which was quietly idling just outside. The engine is in fine mechanical shape and one of the additions since its U.P. days includes an air conditioner in the cab, something our operating crews will appreciate at Campo in the summertime when regular operations get underway. It was also noted that the locomotive has multiple unit operation hardware compatible with our ex-military diesel No. 1809. An H20-44 m. u'd with an MRS-1 has probably never been done before, making it an ideal future activity of PSRMA, an outfit that seems to thrive on doing things that have never been done before.

The first contact with the Victorville people by Norm Hill more than a year ago was actually instigated by Brenda Bailey who talked Norm into going railfanning with her one weekend instead of working on equipment restoration at the Museum. One of Brenda's scheduled stops on the trip was Victorville to try and photograph the rare F-M units. Norm got an official pass from the plant office for a close up look. It was love at first sight! While Norm clicked off a few rolls of film to record the unique railroad equipment at the cement plant he felt, even then, that he was taking the first step in arranging a great gift for PSRMA.

This incredible acquisition also included tank car SWPC 138 (ex-GATX 34569) and hopper car SWPC 101, much needed for ballast work at the Museum. The ballast hopper also played a major role in the negotiations that went on in the months preceeding completion of this complicated donation. Roger Garrett, Jim Lundquist and Norm Hill were involved in the extensive negotiations that involved sending one of our two ex-Air Force passenger



The faded old Union Pacific red stripe is still visable at the top of the running board on 408 in this Norm Hill photo taken at Victorville while the engine was being "exercised" by our mechanical department troops. The long intake filter was added by SWPC to keep out the cement dust.



The tank car and hopper acquired along with 408 are shown here in front of the F.M. unit. Even the new regime of SWPC power is in this Norm Hill photo peeking over the end of the tank car.

cars to Victorville by truck. These cars, both obscure museum properties of unknown age and parentage, have been stored for years at the U.S. Naval Weapons Station at Fallbrook which is now having all of its railroad tracks rebuilt and upgraded. When SWPC expressed a desire to have one of these cars for work service and VIP tours, Jim Lundquist arranged to loan the trackwork contractor the use of the freshly donated SWPC ballast hopper for the duration of the job in exchange for moving one of the Fallbrook cars to Victorville with the contractor to handle all truck and crane arrangements that would be involved.

This move was accomplished and the hopper is now ballasting track at the Fallbrook base for a few months before continuing on to Campo and more of the same kind of work at its final home at PSRM. Meanwhile, SWPC tank car 138 was moved all the way to San Diego courtesy of Santa Fe and now waits in the SD&AE yard for "Great Freight II", PSRM Extra 408 East to Campo.

408 arrived in San Diego in a separate move on the 4th of July right behind the engines in Santa Fe's SDX freight and was moved to our La Mesa Depot spur the next day by the SD&AE. The mechanical department will be going over it with a fine tooth comb while its in La Mesa so it will be standing tall when called for the fifty mile haul up the hill. All members are encouraged to stop by the depot and admire this rarity.

The PSRM stake bed truck will soon travel to Victorville to pick up the rest of the donation, a Class A-5 Fairmont speeder and tool trailer car! The motor car is also fully operational and will make a nice addition to our growing collection of speeders and hand cars, some of which are actually being used to build the Museum's mainline and yard tracks.

Many thank you's are due the players in this adventure with the first going to the Southwestern Portland Cement Company and Mr. Ed Cox of SWPC for their generosity to our museum and for having the foresight to ensure the preservation of these important pieces of railroad history. PSRMA's Roger Garrett and Jim Lundquist did a lot of letter writing and phone calling to all parties involved including the Santa Fe, who donated the move of the locomotive and cars to San Diego. Thanks to all for a splendid effort. Thanks also to John Ashman and P. Allen Copeland for the historic and technical data for this article and to Norm Hill for the photos taken during the Victorville plant tour. Without Santa Fe, of course, this project would still be just a dream. Bravo!

Railfan Patrol News

by R. J. Schleicher

The Railfan Patrol is growing steadily. There are currently thirty active members serving as an extension of the eyes and ears of the railroad police. A very close working relationship has been established with the Santa Fe Railroad Police, especially here at home with our own Los Angeles Division, Fourth District. Mr. Carl Ball, Chief of all the Santa Fe Police, has continued to lend his superb support, offered encouragement, and expressed his sincere appreciation for the Patrol's efforts.

Reports from the Patrol thus far have ranged from reporting vandalized speed limit signs, to a heads-up on shooters in Cajon Pass, to a badly wobbling car on a 60+ mph freight. Unreported (formally) are the many friendly words of caution or explanation provided to sightseers or to those unfamiliar with the proper conduct around railroad property and the removal by Patrol participants of items placed on the tracks that could cause derailments.

As we get into the summer months and the advent of the Olympics, everyone should be particularly alert. The biggest problem in our own San Diego or Fourth District area continues to be vandals throwing rocks at the Amtrak and freight trains. The worst area is between Calsbad and San Clemente (especially at Mileposts 206 and 230). Weekends have been particularly bad, and it is expected that activity will worsen as the summer progresses. One favorite spot of the rock throwers in Calsbad is where Tamarack Avenue crosses the tracks. We ask all PSRMA members to keep their eyes open. If you note any of this kind of activity, please give the Santa Fe Police a call.

Additionally, there has been a variety of railroad equipment stolen, especially switchlocks. Keep your eyes open at railroadiana swap meets for railroad propery of value that may have been stolen. Use your common sense here. The possible stolen property will have the railroad's name stamped somewhere on the item. It is sufficient

just to let the railroad police know; do not confront the seller. They will check it out since the item may have been obtained legitimately. Some of the things to look for are things like station or siding signs, signal lights heads (a three light head was stolen recently in Duarte), switch locks (95 were taken in one weekend on the Needles District and 30-50 taken in the Tustin/Olive area), etc.

Anyone interested in participating in the Railfan Patrol please 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: home: 619-223-1087, work: 619-225-3416.

Honor Roll

The following folks have donated goods and services to the Museum to assist in the work of many departments and to enrich the Museum on all fronts.

JIM HUNT donated the antique teletype machine on display at the La Mesa Depot Museum. Jim is an electronics wizard whose hobby is restoring vintage mechanical hardware.

DEWEY MANNERING donated several vintage railroad books to the PSRM Library, many of which he used on his railroad machinist job for the Texas and Pacific, MoPac, and Illinois Central.

WALT CLARY donated drawings and miscellaneous railroad paper items to the museum library, something he has done many times before. Walt's dad was a motorman on the Pacific Electric Railway and the relics from his career now make up the bulk of the library's P. E. collection.

DUANE LEAL has deposited another fat check in the Museum landscape fund. Duane seems determined to plant the grounds singlehandedly!

BRAD BAUMAN of Ocean Park, Washington, has sent down shipments of canned goods for the Museum kitchen pantry as well as plumbing and electrical hardware for our parts storeroom.

C. E. "RED" ZIMMERSHEAD, a Campo resident, donated a heavy duty welding table for our machine shop.

BERT MELVIN & ROGER GARRETT donated a Boston and Maine caboose cabin lamp.

HOLLECK PAINT OF SANTA ANA donated paint thinner and laquer thinner for the restoration program.

DR. DAN MARNELL donated parts for an S.P. caboose lamp.

DICK MC INTYRE donated 2 x 12's for caboose steps and strap hinges for closet doors.

B.A.C. LANDSCAPE OF TUSTIN donated hundreds of feet of high pressure pipe for our machine shop air system.

CREST INSTALLERS OF TUSTIN donated molding for the C.& O. caboose.

DICK ROGERS donated a lot of Santa Fe and S.P. caboose parts: lanterns, first aid kits, fusee racks, etc. needed for our restoration effort.

LLOYD L. LEIDBERG donated his Pullman conductor's uniform complete with cap and buttons (it just fits Roy Pickering!) Lloyd is in his eightys now and was a career veteran of "miles of smiles" with the Pullman Company.

JERRY COCHRAN donated a 1915 Santa Fe air brake instruction manual to the mechanical department's technical library.

ELLSWORTH OLIVER donated over 200 hardbound railroad books to our library and most of them were obscure traction and trolley titles that we don't have! It took our library grunt, Roy Pickering, most of a day to record them and fill out the donor's paperwork.

LARRY ROSE donated an original double sided porcelain Western Union telegraph and Cable Office sign for our La Mesa Depot. It took Larry three years of antique shop scrounging to find this item. He mounted it on the depot guided by a 1915 photo with a sign like this clearly shown. At last, the depot exterior is complete!

NORM HILL has donated cash toward the clear protective coating applied to ATSF car #1509, U. P. coach #576 and the Army kitchen car to preserve his time consuming paint jobs. Norm has pledged a monthly check for the next year to get this project paid off.

PAUL BORTELL regularly donates all materials he needs for his projects at PSRM. His latest is window sills and moulding to finish off the crew lounge walls. A suspended ceiling in this room will be the next item funded from Paul's deep pockets.

MILO ALTMAN donated a stack of Southern Pacific timetables to our growing collection of such things from railroads all over.

EAGLE MOUNTAIN CABOOSE DONATED!!

There are few industrial railroads big enough to warrant their own caboose. Kaiser Steel's Eagle Mountain Railway had two and one of them has been given to PSRMA. The big steel company's ore hauling railroad has been shut down and their well built home-made shack is to be saved for posterity.

You may remember a PSRMA excursion to Kaiser's iron ore mine a few years ago organized by Roy Pickering. At that time we learned that this very interesting railroad and the giant open pit mine it served were on the way out. At that time casual inquiry as to the fate of the unique little red bay window caboose was made by Norm Hill and Roger Garrett.

When the mine actually did close last year and dismantling actually began, the inquiry turned into hot pursuit. Norm and Roger wanted a piece of Southern California's most heavy duty industrial railroad to survive. The homebuilt caboose #1905, everybody's favorite on the fan trip to Eagle Mountain, seemed the logical candidate for preservation. A letter from Kaiser Steel was received in late June, making it official. "Caboose Row" at PSRM will have another shack added to the lineup entirely different from any of the others.

The #1905 is a one of a kind item. The other Eagle Mountain caboose, out of service for years, has been left up on blocks in isolation along the right-of-way where it is used for target practice by desert vandals. The #1905, built by Kaiser in the 40's, has always been kept in the plant yard and is in super condition.

Getting the caboose out of its isolated desert confines and moved to Campo is a problem still being studied by Roger and Norm. These guys have pulled many rabbits out of the hat before to get things moved cheaply and quickly; this project should be no different. Look for it soon at the Museum.

Many thanks to Kaiser Steel, Norm and Roger for collaborating on this unusual addition to the PSRM roster.



Andrews trucks, silver roof with air conditioner and end windows on both sides of the doors made this shack a most handsome conveyance for the crews of Kaiser's desert ore hauling road. (Norm Hill photo)

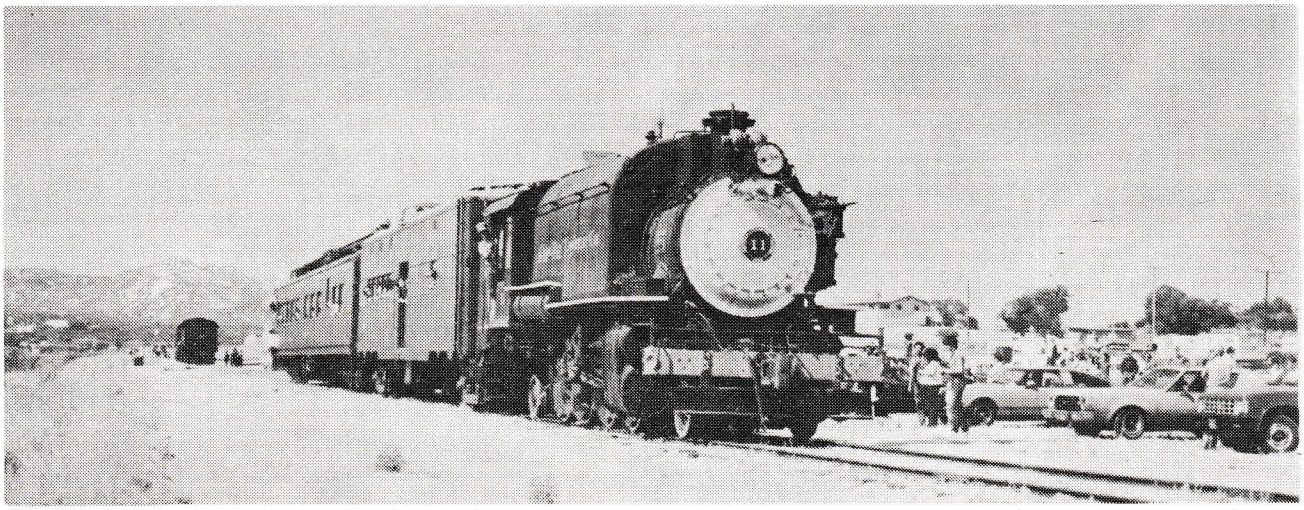
NO. 11 STEAMS FOR PSRM BAR-B-QUE

The Georgia Pacific Corporation donated Coos Bay Lumber Co. 2-8-2T No. 11 to PSRMA in 1968. Since its arrival from Oregon the Museum has painted it, built new cab doors and windows, put it on display on San Diego's waterfront for more than five years and even leased it as a prop for the filming of the movie "Mac Arthur" in 1976, but until last month, had never steamed it up.

The Museum mechanical department got serious about building a fire in No. 11 early this year. The crew, led by C.M.O. John Ashman, put in many hours on the 1929 ALCo product to get it ready to steam in time for the annual picnic and bar-b-que at the Museum in June. The first steam up at PSRM Campo and the first of No. 11 since its been in California took place on Memorial Day to test pumps and appliances. Everything worked perfectly and the whistle echoed down the valley, a sound not heard in Campo for thirty five years!

The only thing not tried was the throttle because No. 11 was hemmed in the middle of our string of equipment and negotiations were still in progress with SD&AE to use their yard tracks at the Campo depot as a switching lead to reshuffle our equipment and to clear the way for a special run on bar-b-que day.

Permission came through to switch on the day before and the day after only so No. 11 would roll on its own for the first time since donation in front of a thousand people without benefit of any shakedown operation. As everyone involved in locomotive restoration knows, the chances of something going wrong on a first time operation are directly proportional to the number of people watching. Sure enough! With pressure up to nearly 180 lbs. and the bar-b-que throng beginning to arrive, a valve in the cab sprang a leak and the fire had to be dropped to fix it. John Gieffels, John Ashman and the crew worked in the machine shop frantically to get it fixed and still get Nol 11 rolling for the folks.



Number 11 rolls down the 1% grade at PSRM June 16th. (Norm Hill photo)

With the valve repaired, No. 11 was lit off again and came up to operating pressure with no further problems until it was time to open the throttle which had been recently serviced. It stuck fast! Wouldn't budge. With the whistle still echoing across the meadow No. 11 just sat there all dressed up and nowhere to go.

Meanwhile, the Campo Stone House Gang, a group of locals who dress up in cowboy gear every year to reinact the famous 1875 shoot-out, were waiting down the track to "rob" a train that wasn't coming. Hundreds of people were waiting for the cowboy show and steam train. Our cafe-observation car #1509 was packed with people as was the army kitchen car hooked on behind the Oregon logging veteran.

With no way to get at the throttle problem, the crew had no choice but to bring in our star pinch hitting locomotive, 45 ton diesel #7485 and get PSRM 's first on-site passenger train rolling stuck throttle or not. The bar-b-que crowd seemed to have a good time anyway and the Stone House Gang put on two staged "train robberies" with lots of black powder shootin' and gunslingin'.

The PSRM mechanical department put in many long weekends to get No. 11 back in steam and steam it did---the crew just couldn't get any into the cylinders. The show went on regardless and next year the boys will have No. 11 and maybe No. 10 going as they are a determined bunch with no quitters among them. (The throttle problem was easily fixed the next weekend.)

The bluegrass pickin' and singin' and a fantastic meal served up by Tony Abatti and the PSRMA special activities volunteers made for a great day at the Museum in spite of No. 11's problems. The performance of all involved in the Museum's second annual bar-b-que bash was supberb. The bar in the car shop was going strong all day too and even the clean up the next day went smoothly as a large group pitched in to lighten theload.

Here is the list of workers:

THE KITCHEN CREW

Ann McVeagh, Jane Drake, David Drake, Rita Cloud, Todd Cunningham, Barbarann Parker, Nancy Bicknell, Jeannie Heinig, Vivian Bradley, Linda Ashley, Peggy Secor and John "Nick" Nichols. Beef donated by Tony Abatti and his El Centro good ol' boys. Transportation of corn and watermelon fresh from Imperial Valley farms provided by Jim Hamill and Barbarann Parker. 600 meals served! A super job by a great group of volunteers!



The kitchen crew hams it up. From Left: Peggy Secor, Rita Cloud, Jeannie Heinig, Ann McVeagh, Jane Drake, and Nancy Bicknell. Corn shucking star Lyle Cotton is seated in rear. (Norm Hill photo)

THE BARDENDERS

Glenda Jo Pressnall, U. E. "Bud" Cox, Mari Porter and Harry Hurry

THE TRAIN CREW

John Ashman, Ken Helm, Joel Cox, John Gieffels, Paul Horky, Scott Thompson, Dale Prescott, Dick Ruppert, Jack O'Lexey, Ron Milot and Harry Doering

THE CORN SHUCKERS (the night before)

Lyle and Dorothy Cotton, Larry Rose, Dale Prescott, Joel Cox, Chris Cooper, Jack O'Lexey, Jim Lundquist, Ann McVeagh, Steve Norris, Harry Hurry, Geoff Shepherd, Dick Ruppert, and several others whose names I missed. (1000 ears shucked!)

THE CLEAN-UP CREW (before and after)

Jim Lundquist, Roy Pickering, Larry Rose, Jim Hamill, U. E. Cox, Ken Locke, Geoff Shepherd, Harry Hurry, Jack O'Lexey, Brandon Milot and most of the kitchen crew listed above.



The engine crew and mechanics pose for Norm Hill's camera in front of No. 11. From left: Joel Cox, John Ashman, Dale Prescott, Ken Helm, John Gieffels, Paul Horky, and Scott Thompson.

A final note on the bar-be-que and steam up festivities. Some members made an out of the ordinary effort just to be there. Harry Hurry, life member #14, came all the way from his current Navy duty station in Charleston, S.C. Paul Horky travelled from his home in Tucson AZ with a track speeder "kit" in his truck to donate to PSRM and spent the weekend as a brakeman on the operating crew. He was also up to his armpits in grease working in the machine shop to help get No. 11 going.

Special thanks to R. Willet Kinum, life member #20, of San Bernardino, who set up the evening's terrific movie entertainment. Will put up the cash to have Chris Skow come down from the Feather River Railway Historical Society in Portola, California to put on a great program of color and sound steam movies from around the world. The bar-b-que workers and regular museum grunts who spent Friday and Saturday nights at the Museum were treated to a professional show of railroad films taken by the globe trotting Mr. Skow, a steam buff of the first stripe. Friday night's crew lounge corn shucking binge went down easier because of these excellent movies that Will Kinum made possible. Thanks also to Roy Pickering for lining up "Bluegrass Etc.", Southern California's best bluegrass band, to pick and grin in our car shop. This traditional hillbilly music fits perfectly with old trains and the western days party in Campo.

The Bar-b-que this year was coordinated with the Campo community's "Wild West Days" to provide lots of things to do and see for visitors to the small mountain town that PSRM is proud to call home. Highlight of "Wild West Days" is the annual reinactment of the big shoot-out at the "Old Stone Store", a state historic site just west of the Campo depot.

On December 5, 1875, the Cruz Lopez Gang, a collection of fifteen saddle tramps and losers tried to rob the store operated by the Gaskill brothers. The initial shooting attracted three local residents who quickly joined the melee that ended with one citizen and eleven bandits dead. Three outlaws, all wounded, were captured and hanged (lynched!) the next morning from an oak tree across from the store (the stump is still there!) Cruz Lopez, the bandit leader, got away but died of wounds two weeks later in Arizona. One of the Gaskill brothers was shot through the chest early-on and left for dead but survived and lived to a ripe old age adding to a heavy reputation that sprang from this af-

fair that you had better not mess with the tough folks that live in Campo! This was San Diego County's most spectacular old west bandit encounter and makes the very brief O.K. Corral shoot-out seem like a Sunday school picnic!

The tracks of the SD&AE pass only a few feet in front of the Old Stone Store about three thousand feet west of our Museum. Next year, if things go our way, we would like to run a steam train shuttle to the store area to transport "shoot-out" spectators to the Museum bar-b-que without the hassle of trying to drive through tiny downtown Campo which was packed this year with folks for the street dancing and other festivities. The only problem at this year's bash was parking for the two shoot-out shows and access to the Museum by way of detour around the town. Next year, scheduled train service could solve all of that and won't that be fun! See you next year for a great fun time at the Campo/ PSRM combined show!

INDUSTRIAL ARCHEOLOGY (Restoration News)

by Norm Hill

C&O Caboose 90751

This caboose is getting closer and closer to being completed thanks to a lot of truly wonderful dedicated, hard working people. Our very talented carpenters, Ted Kornweibel, Frank Miller, Larry Rose and Jim Hamill rebuilt the conductor's desk lid, built a new toilet, a storage door for under the desk, completed the side wall valences and installed what seemed like hundreds of feet of molding and trim. Countless nail holes were also putied and sanded.

Norm Hill stripped and sanded the toilet room walls, ceiling and floor. What fun! As the carpentry tasks wound down, the final paint prep and painting was also going on. Interior and exterior painting has been completed.

A lot of other tasks have been completed. The caboose's pot belly stove was totally taken apart; all pieces were wire brushed, and painted stove black. Dick McIntyre donated and installed all new stove piping. An old-fashioned floor heat shield was stripped, cleaned up and put under the stove. Al Barnier repaired two old cupula vents and installed new door locks. New window handles, toilet paper holder and other hardware was installed. Four kerosene lamps now help produce the most fantastic effect at night. We can't wait to ride this shack and our Santa Fe caboose #1413 across Carriso Gorge some moonlit night.

Caboose workers include: Norm Hill, Dick McIntyre, Bill Barbour, Ted Kornweibel, Tim Floersch, Larry Rose, Tom Travis, John Speed, Jim Hamill, Frank Miller, Phil Abbey, Randy Gibson, Werner Rodgers, Steve Harris and Al Barnier.

Santa Fe 2286

This 1949 product of the Santa Fe's Topeka shop looks a lot different then when we got it a few years back from a restaurant. The exterior was lightly sanded, given two coats of mineral brown paint and lettered AT&SF. Soon, hopefully, the car's interior will be ready for paint and we can outfit this car in authentic furnishings and equipment as we have our wooden caboose #1413.

The workers on this caboose are Norm Hill, Larry Rose, Bill Barbour, Tim Floersch, Will Kinum, David DiGiorgio and David Lyman.

Southern Pacific 644

Franke Cooke, our museum's master carpenter, has built new windows and rebuilt the doors. Jim Hamill has reinstalled the doors and is working on installing the windows.

Tom Travis and Bill Barbour have each donated $100 apiece towards restoring this 1917 gem. All donors who contribute $50 and up will have their names engraved on a brass plaque to be installed on a wall inside in recognition of their outstanding support as we have done in recognition of the sponsors of ATSF #1413.

This caboose is really super. It was very popular during our recent barbeque with kids and older "youngsters".

Everyone is encouraged to come out and see what's happening on "Caboose Row". If you'd like to get physically involved in truly satisfying work, look up equipment superintendent Norm Hill. He will be happy to show you around and get you started.

PSRM Campo

Work at the Museum has been pushing ahead on many fronts with new members getting involved. Newcomer Jim Enos, a first-rate mechanic, has had an immediate impact, as he has helped Dale Prescott activate our second portable air compressor, a military surplus unit acquired by Mechanical Department Chief John Ashman. This big trailer mounted rig is diesel powered and was used to operate our spike driving jack hammer within a few weeks of its arrival. The track crew thanks Jim, Dale and John for getting this important tool on-line so the mechanical department and track gang don't have to play tug-of-war over a compressor as they have for the services of No. 1 so many times.

New member Ken Locke also had an eventful first day of work at the Museum. He salvaged, repaired and mounted the target on switch stand #2, donated a box of new drywall joint compound and pitched in with the cleanup after the San Diego Horseless Carriage Club's big picnic at the Museum on July first.

The track gang has completed the second yard throat switch and will push on now in two directions. Mike Reading and Him Hamill did cutting torch duty on rail and joint bars as required. Jim Lundquist, Larry Rose, Duane Leal, Joel Cox, Scott Thompson and Al "Barney" Barnier did the spike driving and trackbolt wrench work. Ballasting of this switch has also been started by Geoff Shepherd, doing it the hard way with wheelbarrow and shovel from a nearby pile of decomposed granite delivered earlier thanks to the work of Mike Reading, Jim Lundquist and a dump truck donation courtesy of Hawthorne Equipment Rental Company.

Tracks one and two inside the shop building were covered with granite ballast to the tops of the rail in time for the annual bar-b-que June 15th. Jim, Mike and Hawthorne did this too with Scott Thompson, Larry Rose, Dick Ruppert and Geoff Shepherd doing the rake and shovel finish work. Yet to be done is final leveling of this track which will have to wait until we can get the tamping machine inside.



Museum Executive Director Jim Lundquist dumps ballast on track two in the car shop. Scott Thompson stands in the dust directing traffic. (L. Rose photo)

Another project has been started adjacent to the car shop's public entrance. Harry Doering got things started on a gift shop and visitor center area by paletizing and moving a large pile of maple gym floor salvaged from the building two years ago. Dick and Cliff Pennick, Larry Rose and Jack O'Lexey helped Harry clear the area. Paul Bortell, Dick and Cliff Pennick and Larry Rose then started framing the stud partitions. The new office will soon be ready for Barney's wiring expertise. This visitor center is to be a temporary facility until a large permanent gift shop and visitor center can be built near the parking lot in a few years.

The crew lounge is nearly finished. Drywall taping and sanding was completed in time for the bar-b-que and a coat of paint applied by Dick Ruppert. Larry Rose, Randy Gibson, Steve Norris and Jim Hamill were also in on this tape, mud and paint operation along with Dick. The same crew also finished the ceiling in the kitchen so Barney could install new light fixtures for Ann McVeagh's bar-b-que staff.

Marlene Ashman got fired up last month to do something about the upstairs toilet, long considered to be the "Ladies Room" but still wearing its horrible peeling orange paint left over from the old high school gym days. Marlene scraped paint, repaired chewed up plasterboard and painted the walls, ceiling and toilet partitions all in time for the bar-b-que blowout. Marlene's work is a fine example of the impact one determined volunteer can make at the Museum following through on a project that needed doing. She even funded it out of her own pocket in the old PSRM tradition.

Anyone inspired by Marlene's example is encouraged to come out to PSRM and get involved building our railroad museum. Call Facilities Superintendent Larry Rose (469-3064) if you need a pep talk to push you over the brink. If you want to get in on the Museum planning meetings, call Jim Hamill (277-2626) and get on the mailing list for meeting notices. They are held monthly and have been well attended by staff heads and regular foot troops. Transportation to Campo is available at the La Mesa Depot every Saturday morning at 8:00 a.m. Be there!

La Mesa Depot Staffers

by Trig Stanley

If you have heard some new voices on the phone recently cry "Help --we need you to staff at the La Mesa Depot Museum and the Robert Peary," it has been Mike Retz and Vince Alesi. Thanks for giving Margaret Barksdale and me a break. Many, many hours are spent on the phone contacting people for staffing.

Playing host on the Peary is difficult, we know, due to the extremely hot weather have been having, but hang in there, we have a fan, which helps. It can't stay this way forever. Many thanks to all of you who have stuck it out.

Margaret has been responsible for all the new name tags for staffers. If you don't have one, please call Margaret (464-0061) or me (444-1648).

Here are the depot and Robert Peary staffers for this period:

Dorothy Cotton	Bill Neidrich (2)	Trig Stanley (3)	Joe Laurent
Dave Slater	Margaret Collins (2)	Marge Becker	Bob Hull
Erma Starr	Lanny Starr	Dan Botkin (2)	Margaret Barksdale (4+)
Fred Smith *	Scott Johnston	Robyn Shelton	Don Pope
Kay Stout	Ed Arbuckle	Judy Arbuckle	Russ Stockwell
Kay Kester *	Ward Fagen	Lyle Cotton	Jack Ebey
Mike Retz	Pearl Smith (3)	Lucille De Waide *	Vince Alesi
Frank Kearney	Arlen Hurt	Eileen Snider	Jane McMillan
Dee Duncan	Kay Montgomery	Dick Ruppert & father	Eric Sanders (6+)

* indicates La Mesa Historical Society

The following school groups toured the depot and railroad exhibit hosted by Trig Stanley, Margaret Barksdale, Eric Sanders and Pearl Smith.

Early Learning Center, twice, total children 75 + adults	La Mesa Dale
Saint Martin's Academy 7th graders	Saint Luke's Lutheran School

"Everything Trains" Gift Shop News

THE SAN DIEGO SHORT LINE LIVES AGAIN! The old San Diego and Arizona Railway's logo of the 1920's is back again, on the back of PSRMA's newest T-shirt. The handsome circular emblem features Carrizo Gorge, with a steam train threading its way around the curves. The PSRMA logo is on the left front. In tan, with dark brown printing, sizes Sm, Md, Lg, Xlg.

MAIL ORDERS are accepted, particularly from those who live out of town. We can send you a catalog for $1.00, refundable with your first order over $5.00. It's a computer printout, no pictures and the descriptions are very brief, but it will give you a good idea of what we carry. Orders should be phoned in to Linda, who can describe items in more detail if you wish. And of course, we will refund your money, including our shipping charges, if you're not satisfied and you return the merchandise in good condition within ten days. Phone 283-3066 to make orders or for information. If you get our answering machine, please let us know the best time of day to call you back.

PLEASE PHONE FIRST before coming out to the shop, especially if you're making a special trip. Occasionally we close down because it gets too hot in the cars during the summer, or sometimes we just don't have a volunteer available and we can't open. So call first to the shop, 465-8444, so you won't be disappointed.

SPEAKING OF VOLUNTEERS, we could use a few more of them! Our Gift Shop staffers usually work about one 4 or 5-hour day each month (more or less as you're available). It's an interesting job of selling gifts and collectibles in the shop, and various other jobs related to selling. It's usually a pleasant and relaxing afternoon, with opportunities to meet other railfans. Why don't **you** give it a try? Call Linda at 283-3066 for more information.

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

SPECIAL THANKS THIS MONTH go to those who worked so hard to make the Gift Shop a success at the Campo Barbecue. These folk hauled merchandise out and back in their cars, helped set up and take down our booth, and sold a lot of good stuff (profits, of course, going to your favorite railroad museum).

Terry Danielson
Brian Jackson
Roy Pickering
Dorothy Cotton
Kathy Danielson
Rae Gay
Pearl Smith
Scott Thompson
Tracy Jackson
Sheila MacKay
Lyle Cotton

AND THANKS TO OUR HARDWORKING VOLUNTEERS for May and June -

Dave Slater (2)
Terry Danielson (2)
Charlie Wade (3)
Linda DiGiorgio (8)
Corrinne Gallagher
Bill Schneider (2)
Harlan Hatz
George Geyer (2)
Kathy Danielson (2)
Brian Jackson (2)
Bob DiGiorgio (3)
Bill Evans (4)
Carmen Donovan (2)
Rae Gay
Roy Pickering (2)
Cecil Badman (3)
Tracy Jackson (2)
Deborah DiGiorgio (3)
Sheila MacKay
John Juliussen (3)

EVERYTHING TRAINS! Gift Shop

In the Amtrak car — La Mesa Depot Museum — La Mesa, Calif.

Open 1-5 on Fridays, 12-5 on Saturdays and Sundays

Membership News

by Tanya Rose

This seems to be as good a time as any to remind you that prompt notification of any address change speeds your newsletter to you so you won't miss out on any coming excursions or other important things. When you do this we don't have to pay for your returned newsletter and spend extra postage to make sure you finally receive it. Also, your REPORT won't be all dog-eared and scruffy from being tossed around by the post office. I am very grateful when you fill out the renewal form clearly and completely, too. These yellow cards are filed in my permanent books. Thanks to all who take that extra time to help me in these ways.

A warm hello to all our newest members and a big hug for all of you who have upgraded. It is very heartening to see such strong support growing among the ranks of the faithful!

SUSTAINING	SUPPORTING	CORPORATE/BUSINESS
Dr. Michael Jon Feinstein	Alvin E. Wolfe	Ray Cox Mechanical
	Alan & Esther McIlroy	
	Robert H. Watrous & Susan Mercure	

FAMILIES

Dr. Thomas W., Katherine R. & Michael W. Mays
Roger L., Jeanne, Michael & Mary Beth McNitt
Charles F. Bach, Mary Lou, Debbie, Tim & Mike Newbold
Victor C. & Marie M. Stratton
Tammy Margetts & William Sobieski
Virgil & Marjorie L. Yelton
Arnie & Evelyn Lucken
Gerard & Janet Merten
George (Jr.) & Barbara Wilkens

REGULAR

John M. Wade	Dorothy Strong	Phil Morris	Warren H. Rodgers
Kenneth R. Locke	Michael J. Patten	Jay Crosby	Robert L. Hanlin
James R. Harris	D. Pauline McCoy		

IN MEMORIAM

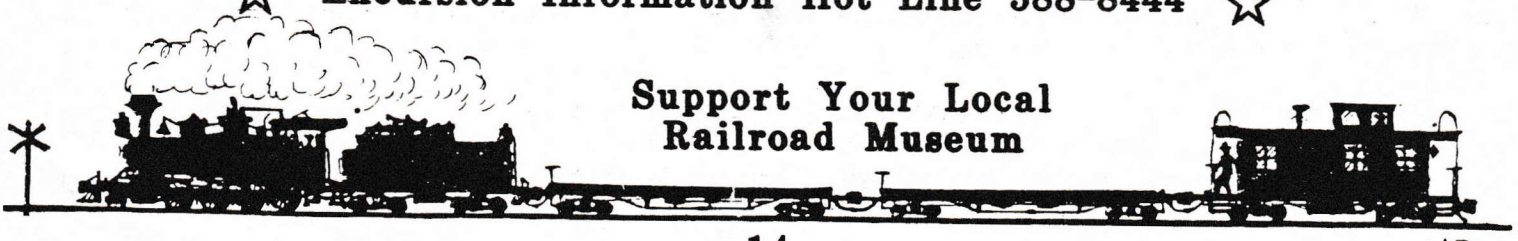
We are saddened to note the passing of Charles L. Benbow, a loyal member of PSRMA for twenty years. The metal lathe he donated is in regular use in our machine shop repairing the steam locomotives he so dearly loved. Our sincere condolences to his family.

INDIVIDUAL $15 per year
SENIOR/STUDENT $10 per year
FAMILY $20 per year
CONTRIBUTING $30 per year
SUPPORTING $50 per year
SUSTAINING $100 per year
CORPORATE/BUSINESS $100 per year
LIFE $500

$500 Donated To Peary Fund

We are most happy to announce a very generous donation to the Robert Peary restoration fund by an anonymous donor in memory of this elegant car's most urbane staffer, Ray Archer. Bob and Linda DiGiorgio will be asked to form and head a committee to plan the work which will probably center around the lounge area. All of us who have loved this "mansion on wheels" for years are thrilled with this boost to her care and upkeep.

☆ Excursion Information Hot Line 588-8444 ☆



THE GREENING OF PSRM CAMPO

by Jack O'Lexey, Groundskeeper

The sprinkler system installation is the next grounds project. This will begin in early July by extending the main water line to the main track and out to "RailBuff Bluff" near the two large oak trees, then along the fence near the street. When the sprinkler system around the car barn is installed, then the trees and the other plants, some of which are already on hand in pots, will be planted.

The planting will come in the fall, when the weather cools. We still need donations of plants and cash to make the greening of the Museum happen. Duane Leal has been putting up big bucks and Ed and Hazel Duling have also been very supportive. If you can help with cash send what you can to the museum earmarked "for landscaping".

If you can help with planting and installing sprinkler systems, call me at 283-8009. I'm looking forward to hearing from you!

Library Progress

by Eric Sanders, Librarian

The library staff's first task has been to divide the total collection into periodicals, books, the Southwest Railway Library Collection, San Diego & Arizona Eastern items, Santa Fe items, traction materials, other railroads, photos, blueprints, and miscellaneous items.

Second task included the following projects: general cataloging of books and periodicals, arranging of SD&AE correspondence by the railroad's own filing system, and unscrambling of the origianl Southwest Railway Library files, messed up during the move to our new quarters. This is only the beginning. A massive cataloging job lies ahead for the materials that have been processed. Other materials must also be processed and some boxes have yet to be opened.

Staffers at work to date include: Judy Arbuckle, Allen Copeland, Chop Kerr, Dan Marnell, Roy Pickering, Dale Prescott and Larry Rose. Thursday night has been the regular library work night. Several staffers also work the collection on Saturday.

The first goal has been identified, the opening of a reading room by Easter, 1985. Our expectation is that the reading room will be open one Saturday or weekday evening once or twice a month.

For the long run, PSRMA is proceeding with negotiations to locate its library permanently in Balboa Park. The move is targeted for 1989. The facility which we hope will become available to us is currently in use as a library.

In addition to 3600 square feet of book stack space, the complex also contains a 100 seat tiered lecture auditorium and 1200 square feet of classroom space where we intend to have a historical exhibit. There is also room for a gift shop and business offices. In addition, there are bathroom facilities and a kitchen/lounge.

In order to be seriously considered for inclusion in the Balboa Park scheme, we must be able to demonstrate to the Parks Commission the resources to operate and maintain this facility.

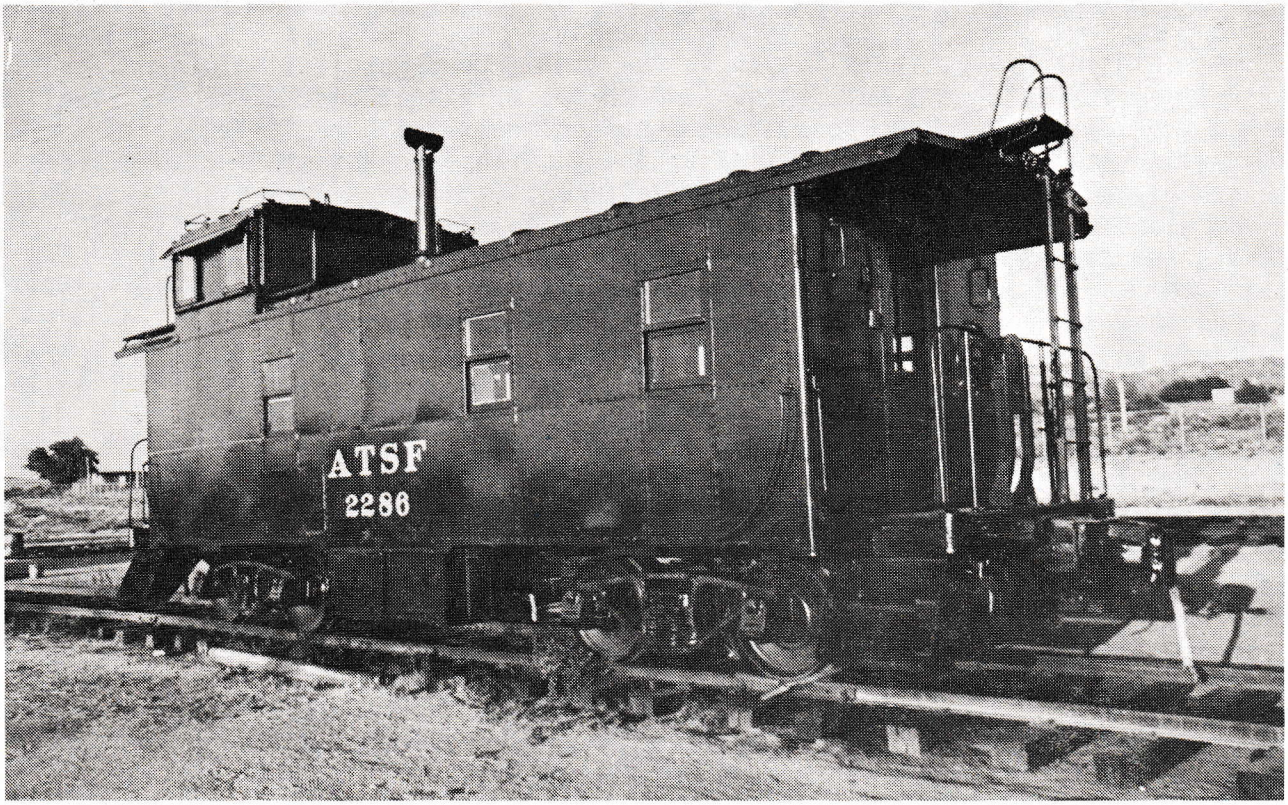
The Board of Trustees has therefore authorized the creation of a library annuity fund. The goal is to raise $100,000 by 1989. Revenue from this fund will enable the library complex to meet minimum anticipated overhead expenses.

The raising of these monies will occur independent of other PSRMA fundraising projects. In this regard, library committee member Dr. Dan Marnell has offered to contribute 20% of his usual and customary fees charged PSRMA member patients to the library annuity fund. Dr. Marnell is a dermatologist with offices in the Alvarado Medical Complex.

The library committee would appreciate other PSRMA member input regarding additional means of library fundraising.

REPORT

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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.



Norm Hill's restoration troops can really be proud of this. #2286 glistens on Caboose Row at PSRM in a coat of fresh acrylic enamel paint. Larry Rose did the lettering as soon as the paint was dry. (L. Rose photo)

PACIFIC SOUTHWEST RAILWAY MUSEUM ASSOCIATION INC.
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P.S.R.M.A. Invites You To Join Us For ***SUMMER FUN!***

Not One, But *TWO* Events For A Summer's Eve.



August 11th. - P.S.R.M.A. takes to the high seas for a *Moonlight Cruise of San Diego Bay.* Watch the beautiful city sky line slip by from the upper deck as we cruise for 2 hours around the bay and under the bridge - or dance the evening away on the main deck to nostalgic music. Lots of food and no-host bar. Gather up your friends and book your passage now! Boarding time 7:30 - We sail at 8:00 P.M. from the Harbor Cruise dock at the Embarcadaro. Price for all this frivolity is $10.00 per person or $18.00 a couple.



September 8th - Back on the rails again for a train trip to San Juan Capistrano for the afternoon and a buffet dinner at the depot restaurant. We will leave on Amtrak from the San Diego Depot at 1:05 P.M. Saturday and return Sat. night at 10:30. You will have time in the afternoon to visit the lovely mission (and see the swallows) and explore the shops and streets of the old village. Stroll back to the depot for cocktails at 6 p.m. and dinner at 7:00.

We will be treated to the depot restaurants delicious, all-you-can-eat Prime Rib Buffet. All in all a great get-away day & evening - price for train & dinner is $35.00 per person.

For either or both of these events fill out the form below and send your check along with a stamped self-addressed envelope to P.S.R.M.A. SUMMER FUN 4695 Nebo Drive, La Mesa, California 92041. Full schedules and information will be sent back with your tickets. *See You There!*

Name _____

Address _____

Phone _____

please make checks payable to: P.S.R.M.A.

HARBOR CRUISE
$10 ea. or 2 for $18

☐ Yes _____ tickets

Capistrano Dinner Tour
$35.00 ea.

☐ Yes _____ tickets

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PACIFIC SOUTHWEST RAILWAY MUSEUM

AND

SAN DIEGO PADRES

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IN

CELEBRATION OF AMERICA'S FINEST CITY

WITH

FIREWORKS BY COORS

THE

FAMOUS CHICKEN

PLUS

SEE OUR MUSEUM NAME ON THE SCOREBOARD

WE WILL HAVE RESERVED SEATS IN THE LOGE SECTION ON THE 3rd BASE SIDE.

PRICE: $6.00
DATE: AUGUST 20, 1984
GAME TIME: 7:00 P.M.
PLACE: SAN DIEGO STADIUM

No refunds after August 13, 1984.

We must have 40 reservations to get reserved seating and our name on the scoreboard.

Make checks payable to PSRMA
Mail to: BASEBALL, Roy Pickering, 5350 Baltimore Dr. # 55, La Mesa CA 92041
Please include a Stamped Self Addressed Envelope.

Name _____

Addres _____

City _____ State _____ Zip _____

Phone _____

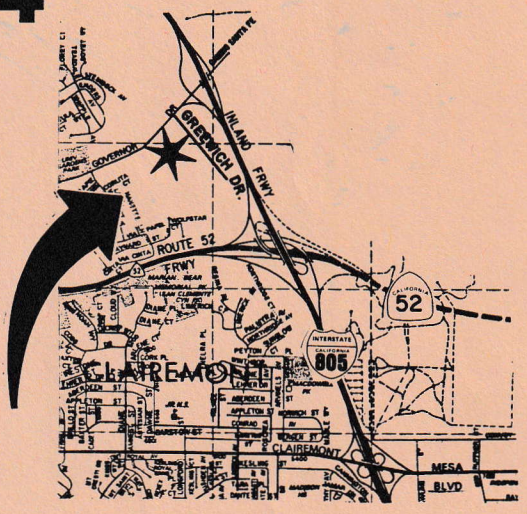
GENERAL MEETING

AUG. 17, 1984

7:30 pm

NEW LOCATION

Location
First Baptist Church of San Diego
5059 Governor Drive
San Diego, CA 92122
(One block west of Interstate 805
on the south side of Governor Drive)



EAST COAST STEAM

Mr. Neil Moran from Bronx, New York City, a member of the Bergen Rockland Chapter of N.R.H.S. will show movies of many different locomotives on fan trips, such as: The beautiful J611 and the 750 as they looked at the last N.R.H.S. convention in Richmond, VA; The 1201 Pacific that ran from Ottowa to North Bay, Ontario and then several trips south in celebration of North Bay's 100 years of steam; The Strasburg Railroad's commemoration of the JOHN BULL and their 1223 American, built in 1905; The Valley Railroad in Essex, Connecticut during the fall foliage change; The 4070 Mikado from the Cuyahoca Valley Railroad; and The Royal Hubson from West Vancouver to Scamish, B.C. These are all excellent quality Super 8 sound movies.

PACIFIC SOUTHWEST RAILWAY MUSEUM

For more information, call Roy Pickering at 462-3392

PACIFIC SOUTHWEST RAILWAY MUSEUM
PRESENTS

GUADALAJARA

October 6 - 14, 1984



JOIN US ON THIS FABULOUS TRIP TO THE CITY OF ROSES, FOUNTAINS, CHURCHES AND MARIACHIS IN OCTOBER, "THE MONTH OF FIESTAS"!

WE'LL TRAVEL BY CHARTERED BUS TO MEXICALI WHERE WE BOARD OUR PULLMAN CAR ON THE SONORA BAJA CALIFORNIA RAILWAY. AFTER AN OVERNIGHT TRIP TO MAZATLAN OUR TRAIN LEAVES THE COAST AND TRAVELS INLAND, CLIMBING TO AN ALTITUDE OF 5,050 FEET THROUGH TROPICAL COUNTRYSIDE, COLORFUL VILLAGES AND PICTURESQUE MOUNTAINS. WE TRANSFER TO OUR HOTEL UPON ARRIVAL IN GUADALAJARA. HERE WE'LL ENJOY TOURS OF THE CITY, A TEQUILA FACTORY, LAKE CHAPALA AND TLAQUEPAQUE, A SHOPPER'S DELIGHT. COST OF THIS FULLY ESCORTED ADVENTURE IN MEXICO IS $450 PER PERSON (DOUBLE OCCUPANCY). SINGLE SUPPLEMENT $100. The price includes round trip transportation (train, taxi & bus), hotel and 3 tours mentioned above. Not included are meals, optional sightseeing and tips.



OTHER THINGS TO SEE AND DO.....
MARKET DAY IN TONALA, MARIACHI SQUARE, BALLET FOLKLORICO AT THE SHERATON, LIBERTAD MARKET, BEAUTIFULLY COSTUMED INDIAN DANCERS AND MORE!

TO HOLD YOUR RESERVATION SEND THE FORM BELOW WITH YOUR DEPOSIT OF $200 TO CORRINE GALLAGHER, 7304 MARGERUM AVE., SAN DIEGO, CA. 92120. MAKE CHECK PAYABLE TO PSRMA. VISA AND MASTER CARD ACCEPTED. BALANCE DUE SEPT. 17th. NO REFUNDS AFTER THIS DATE UNLESS YOUR SPACE CAN BE RESOLD. FOR INFORMATION CALL CORRINE (619)287-2417 OR ANN MCVEAGH (619)588-8444.

The sponsoring organiziation acts only as agent between clients and all services for this tour and holds itself free of all responsibility for any damage, delay or loss occasioned by or from any cause whatsoever.

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*NAME*_____
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*CITY & ZIP*_____
*TELEPHONE#*_____ *WORK*_____
*VISA/MASTERCARD#*_____ *EXP. DATE*_____
*SIGNATURE ON CARD*_____

*NO. OF RESERVATIONS*_____
*AMT. OF DEPOSIT @ $200*_____

BUS PICK UP:
*SAN DIEGO AMTRAK STATION*_____
*DENNY'S EL CAJON*_____