

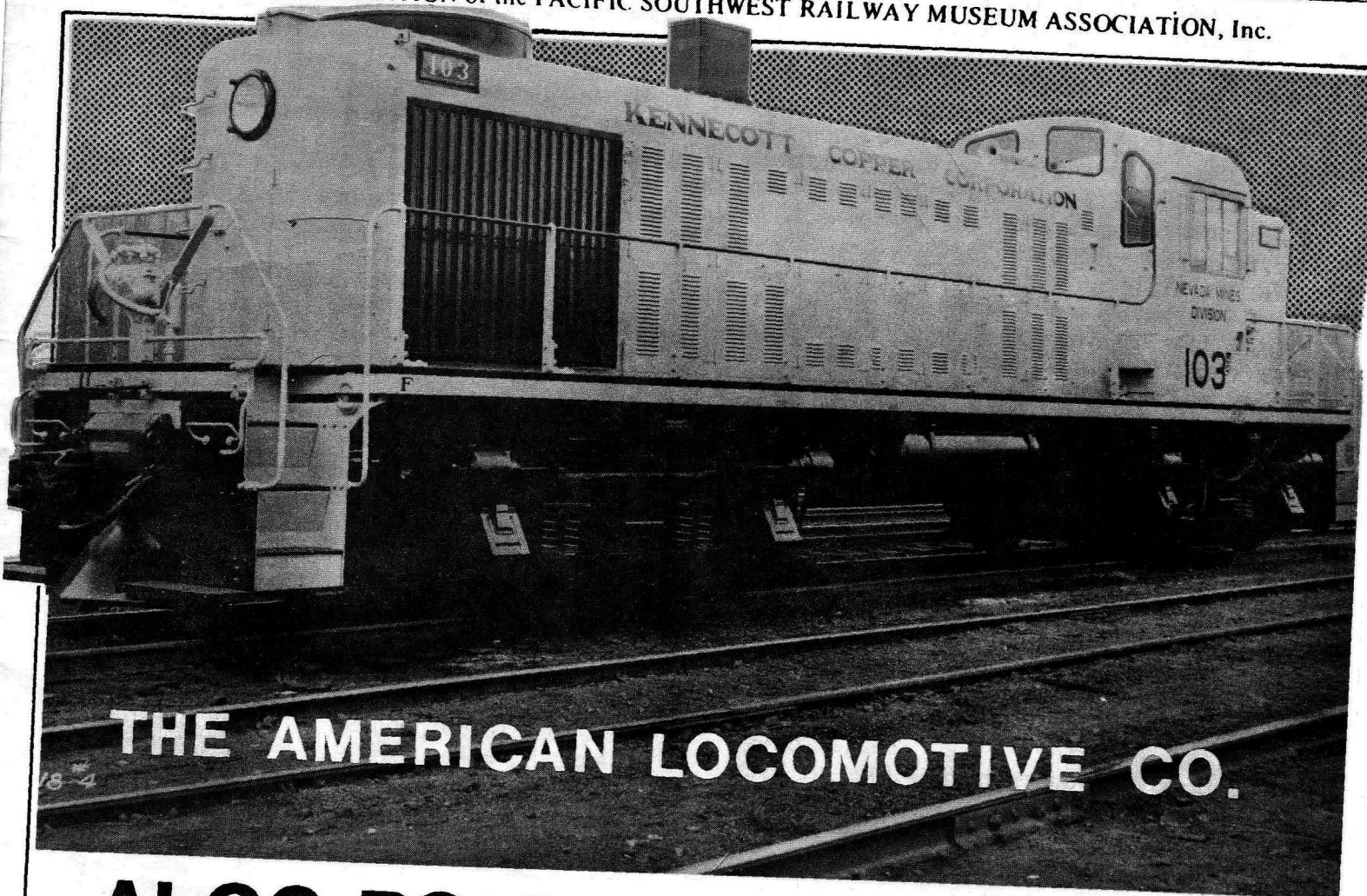


July-Aug.'84

REPORT

No. 193

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



THE AMERICAN LOCOMOTIVE CO.

ALCO RS-2 LOCO DONATED!!

PSRMA's locomotive roster has grown to eleven engines with the addition of the road switcher pictured here. A gift of the Kennecott Copper Corporation, this 1500 HP locomotive is in operating condition and comes to us from Kennecott's Bingham Canyon Mine in Utah. This is our first diesel-electric locomotive from this builder and has been a long sought addition to the museum collection. With our F-M H20-44, our EMD MRS-1 and our G.E. 45 tonner, this gives us an example of all major diesel builders except Baldwin. The hunt continues. Meanwhile, there's dancing in the streets over this choice acquisition. All the details of this and other fast breaking San Diego area rail news is featured in this issue of the museum newsletter.

ALCO DIESEL ACQUIRED

The subject of the 1949 American Locomotive Co. builder's photo on the cover of this issue now belongs to PSRMA courtesy of the Kennecott Copper Corporation of Salt Lake City, Utah. Acquisitions Director Roger Garrett and Executive Director Jim Lundquist pursued this excellent addition to our operational locomotive roster. ALCo #103 is now lettered #907 but is a one owner locomotive.

The engine started its career working for Kennecott's Nevada Mines Division on the fifteen mile line from McGill to the smelter at Ely, Nevada. It was later moved to Kennecott's Bingham Pit in Utah and restenciled #907. As this is written the engine is still there waiting shipment via the Union Pacific and Santa Fe to San Diego. Roger Garrett visited the locomotive a few weeks ago and found it in the Kennecott engine house having its wheels turned in preparation for the move. The engine is in very good shape considering the thirty four hard years of work it has endured.

Here is the technical data on the RS-2 types that were manufactured by the American Locomotive Company from October 1946 to May 1950. Our locomotive was part of ALCo order #3118. Other roads that got engines in this order were: Lehigh & New England, Elgin, Joliett & Eastern, Erie, Soo Line, Delaware & Hudson, Spokane Portland & Seattle and Missouri Pacific subsidiary Missouri & Illinois Railway.

The RS-2's weighed 240,000 lbs. and got 1500 HP out of their Model #224 V-16 diesel power plants and four traction motors. Our locomotive carries builder's number 77564 and was out-shopped on November 16, 1949. The road switcher is also equipped for multiple unit operation.

We have been looking for an ALCo diesel for our collection for some time and this unit fits in nicely. The well proportioned lines are similar to other models of early ALCo road engines, many of which are still in service on short lines around the country, having long disappeared from the major roads listed above, many of which have been absorbed or disappeared themselves.

PSRMA thanks Kennecott for this terrific donation and Roger and Jim for their part in the negotiations that have enriched the museum with 120 tons of classic locomotive. (The photo and technical data data was dug up, as usual, by P. Allen Copeland, PSRMA's loco history wizard. Thanks, Al!)

HONOR ROLL

The following members and friends have contributed cash, goods and services to the museum, most of it spontaneous and unsolicited. The first group sent in cash for "whatever", and this time, the most critical cash crunch made our Santa Fe crane project the "whatever".

Jane & Ken Reiter	Marian Bell	B.C. & Eleanor Jones	Verne Sweigard
Robert & Mary Gunthorp	John M. Cranston	Kenneth Yankee	Peter Haviar
Jim & Corrine Gallagher	L. J. Granfield, III	Shawn Eriksen	Al Barnier
George & Betsy Bramblett	James R. Harris	A. L. Hellman	Sara B. Fuller

Many other members have contributed to specific on-going projects:

DR. DAN MARNELL donated well over \$1,000.00 to both the Library Fund and the equipment restoration fund.

DUANE LEAL & JACK O'LEXY donated cash, plants and irrigation equipment to the PSRM landscaping effort.

FRANK RUPPERT restored several antique trunks and suitcases which now decorate the baggage scale in the La Mesa Depot---an authentic touch!

REPORT

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

EDITOR

Larry L. Rose — ASSOCIATE EDITOR

Tanya Rose

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

Opinions expressed in unsigned articles are of the editorial staff; such opinions do not necessarily reflect the opinions of the PSRMA, or its officers or directors. Opinions which are expressed in signed articles are those of the author only.

DICK RUPPERT (Frank's son) contributed cash to the above mentioned baggage room project of his father.

ED & HAZEL DULING donated big cash for the PSRM car shop fund. (See article elsewhere.)

R. H. LEHMUTH donated several beautiful 8x10 glossy photos of our 0-6-OT #10 in operation at the E. J. Lavino coal yard in Pennsylvania. Watch for them in future issues of REPORT.

GARY DUNN donated a large stack of railroad magazines and old Santa Fe train orders to the PSRM Library.

JIM ROGERS donated a fistfull of S.D. & A.E. car seals.

MRS. JOHN MATHY donated a craftsman table saw to our fledgling wood shop at PSRM Campo.

HARRY A. HURRY of Charleston, South Carolina donated an Erie Railroad rule book from 1862!

PAUL HORKY of Tucson, Arizona donated a speeder "kit", hauling it to PSRM Campo and palletizing the parts to wait for a rainy day for our track gang to put it together.

REV. JOHN B. MAGUIRE of Villa Park, Illinois donated a box of railroad literature, including many very old official guides, to enrich the PSRM Library.

BRAD BAUMAN of Ocean Park, Washington donated two boxes of plumbing, electrical, and carpentry supplies.

RICHARD NEWTON, the normally super-cheap brother-in-law of the REPORT Editor, donated an old Union Pacific calendar to our library collection. Thanks, Dick, and congratulations! Every great journey starts with that first step!

EUGENE WEGENER, ROY PICKERING, MARGARET BARKSDALE & DAVID DI GIORGIO combined to purchase an old baggage cart for the museum.

FRANK C. MUNSTER sent in a sizable cash donation to the PSRM Library Fund.

LA MESA DEPOT STAFFERS

by Adalaida (Trig) Stanley

The weatherman really loused us up. There was no relief in the heat and Margaret Barksdale and I decided to give some of our loyal staffers of the Robert Peary and La Mesa Depot a break. We have been able to keep the depot open, but to ask someone to staff the Peary while there was such a heat wave would have been a bit much. Our thanks to those who struggled through it, and we hope that those who just couldn't take the heat will be back staffing soon now that fall has come.

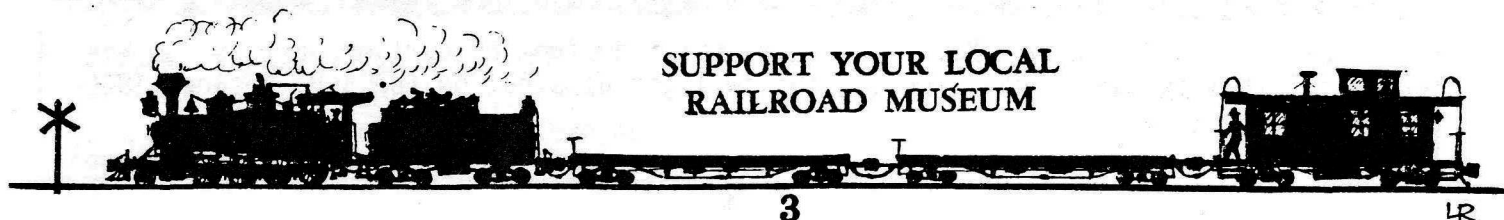
Our special thanks goes to Eric Sanders, who comes over every weekend, sometimes opening up for us and always checking on contributions. We love you Eric....hang in there!

Staffing the depot and Peary for us during July and August were the following stalwart helpers. We'd be happy to add you to our list in the next newsletter. Just call me at 444-1648 and you'll be paired with an experienced host.

Rebecca Archer	Trig Stanley (6+)	Russ Stockwell (2)	Bill Niedrich
Mike Retz (2)	Evelyn Early	Tom Early	Don Pope
Pearl Smith (3)	Ruth Kabler	Julius Acevez	Bob Hull
Vince Alesi	Margaret Barksdale (6+)	Scott Johnston	Al Ellis
Robin Shelton	Hallie Holmes	Dick Ruppert	Lanny Starr
Arlen Hurt	Dorothy Cotton	Eric Sanders (6+++)	Lyle Cotton

The following groups were shown through our exhibit in July and August.

The Jewish Community Center	Alpine Pre-School	La Mesa Recreation Center
(5 times, 30 children each day)	(18 children)	(50 children)
La Mesa Pre-School		



ATSF 2286

The following dedicated members made this progress report possible: Norm Hill, Bill Barbour, Steve Norris, Ted Kornweibel, and Roger Garrett. Inside temperatures were way over the 100° mark, which made a tough job even more uncomfortable as all of the walls in the cupola area and the bathroom were stripped clean. All of the old flooring which was tarred in place was removed in the main room portion of the caboose. Ted Kornweibel built a new bathroom door. Norm Hill and Doug Kerr rebuilt two of the cupola's bench seats and a new conductor's table as a home project at Doug's house in Irvine. Al Barnier, our ace electrician, has stripped, primed, painted and lettered some caboose first aid kits, torpedo racks and other caboose items which will soon be reinstalled in #2286. Hopefully, the caboose's interior work will be done by the end of the year.

SP 1061

This caboose was built by Southern Pacific's L.A. shop forces in 1940. It migrated south in the 1960's where it worked for years on the Southern Pacific's S.D. & A. E. subsidiary until purchased by contract operator Kyle Railways, Inc. It was numbered S.D. & A.E. No. 1 when bought by board member Dan Marnell in February. Dan is having the car restored to its 1946 to 1955 appearance and will be donating the car to the museum some day. He gave our restoration forces almost \$900, which allowed us to totally sandblast, primer and paint the outside of the car in one day! He has also provided the money for all new side windows which are being built by Doug Kerr.



Ex-S.D. & A.E. caboose No. 1 now wears markings from an earlier part of its history. This look was standard during the twilight of steam on the S.P. between 1946 and 1955.

(L. Rose photo)

Loyd Gage, the owner of WESTERN SANDBLASTING in Santa Ana, once again donated his sandblasting rig and sand. In a matter of two hours the car was magically transformed from an old "rust bucket" beat up caboose to an almost "like new" state. Loyd Gage saved us countless hours of work and the museum is very lucky to have friends like him. He has sandblasted three steam engines, two passenger cars, two freight cars and two cabooses for us over the years.

The following people worked on the #1061 in the last few months: Dan Marnell, Norm Hill, Bill Barbour, Steve Norris, Harry Doering, Dick McIntyre, Ted Kornweibel, and Larry Rose. Sam Trout of WESTERN SANDBLASTING did the sandblasting and Don Coleman of GUARANTEED PAINTING CO. painted the car, working for twelve hours straight! Dick McIntyre has been repairing the bad metal problems and all the old crud from the wheels was removed the old fashioned way, elbow grease, scrapers and wire brushes. Larry Rose, with the paint hardly dry and working from old photographs, lettered the car on one side in the style used by S.P. in the days of steam. Harry Doering has been working on the car's potbelly stove.

This car really looks good now. It will be really fun to ride on the coming "Great Freight II" to its new home in Campo.

SFRD 21335

One of our more recent acquisitions, the Santa Fe "Route Of The Chief" reefer, has received a lot of attention lately. Norm Hill, Bill Barbour, Geoffrey Shepherd, Steve Norris, Tom Travis, Tim Floersch, and Larry Rose worked on this car. WESTERN SANDBLASTING sandblasted the ends of the car. GUARANTEED PAINTING COMPANY's Don Coleman primed and painted the ends the same day. The following day our crew scrubbed twenty seven years of old grime and road dirt from one side which, when completed, looked so good that some people thought we had repainted the car! The following weekend saw the other side scrubbed. Larry Rose repainted the old faded Santa Fe square logo which makes the car look good. Four weekends later we had the truck sideframes, air tank, brake piston, triple valve and many other undergear parts stripped, wire brushed, primed, and painted glossy black. I cannot wait to send a picture of this car to Santa Fe's P.R. department!

GATX 34569

The same day that saw our Santa Fe reefer and Dan Marnell's S.P. caboose sandblasted and painted also saw our newest tank car, which we recently acquired from S.W. Portland Cement Company, sandblasted and primed black. What a great restoration day! Three major pieces of rolling stock were improved in just that short space of time! Again, the museum cannot thank Loyd Gage of WESTERN SANDBLASTING enough. Sam Trout, the sandblaster, also deserves a huge thank you for a very long day, a long drive from Los Angeles, and a very patient wife, who watched Sam wear himself out. Don Coleman then undercoated the whole car. We hope soon to detail the trucks and final paint this car, a gift of the Southwestern Portland Cement Company, announced in the last newsletter.

C&O 90751

Our little red caboose saw some nice additions added last month. Dick McIntyre rebuilt the pot belly stove, fabricating some missing parts and donating all new stove piping. Larry Rose donated a solid oak toilet seat for the rebuilt and freshly painted toilet. Train crews never had it so good!

COMMANDANT

This classic old heavyweight was scrubbed by Tim Floersch, Norm Hill and Bill Barbour. The outside appearance was greatly improved with all the old oxidized paint removed in the process.

ATSF 1380 (Amtrak 1500)

This car was totally scrubbed inside and out. The car's owner Dan Marnell, and Norm Hill, Bill Barbour and Steve Norris did the work. It was fun to work in a car that once ran on the modern "Super Chief".

Home Projects for the Restoration Effort

HARRY DOERING did a super restoration job on our S.D. & A.E. steam engine's headlights. They look better than new. Harry also is working on S. P. caboose #1061's pot belly stove.

LARRY ROSE made a perfect Southern Pacific stencil for #1061 and cut end stencils for A.T.S.F. reefer #21335, all while sick in bed with a combination of bronchitis and shingles!

NORM HILL and DOUG KERR worked on caboose #2286's cupola seats.

DICK MC INTYRE This newsletter isn't big enough to list all the home projects that this guy does!

SCOTT THOMPSON has been polishing locomotive bells and rebuilt the railbus dashboard. Scott and his folks have also provided a monthly meeting place in the board room of the family accounting business for the museum facilities planning committee.

BARNEY BARNIER regularly reconditions small caboose parts, marker brackets, fusee racks, etc.

MECHANICAL DEPT.

COOS BAY LUMBER #11

This locomotive has been steamed up and operated twice since its coming out party at our annual barbeque in June. Its general condition is constantly being improved. Brake and valve work has been done, a cracked cab window has been replaced and several steam leaks fixed. The wrench jockeys have been John Ashman, Ken Helm, Dan Robirds, Henry Lines, Jim Enos, Dale Prescott, and Chris Cooper.

U.S. ARMY #1809

Henry Lines and John Gieffels have been the main pushers on this project. Henry has finished most of the electrical work and John has the power plant ready to turn over. All we need to try it is a set of batteries. As usual, a shortage of cash is frustrating the crew. The small parts are funded out of their pockets but the big battery nut is a tough one to crack. Any help out there in membership land?! It would sure be nice to add this 120 ton Army veteran to our active duty roster. \$500.00 could make it go!

45 TONNER #7485

Mike Reading has taken charge of the maintenance on this little side rod clanker. Mike has replaced the head gaskets and has kept the loco lubed and oiled. Thanks to HAWTHORN EQUIPMENT COMPANY's loan of their heavy duty maintenance truck loaded with tube equipment and air tools. Mike uses this truck every day in his weekday job and it sure adapts well to his weekend volunteer effort.

E.J. LAVINO #10

This little 0-6-OT has also received valve and brake work. The PSRM mechanical types will give this 1923 ALCo coal burner their full attention as soon as they are satisfied that No. 11 is fully on line.

Santa Maria Valley Railbus

This antique Fairmont product now has a completely rebuilt engine. George Winnett, with Jim Enos and Dale Prescott assisting, tore down the Ford Model A power plant and the transmission and repaired and serviced everything. Jim and Dale reconditioned the gas tank and fuel line also and are now looking for a new radiator and drive shaft. Scott Thompson has rebuilt the dash board. He and Harry Doering have also started on the cosmetic restoration of the car body. They have made patterns of the original lettering in preparation for taking everything down to bare metal. Dale has found a builder's photo of the railbus and this is being used as a guide to get everything back together right. Scott, Jim, Dale, and George have been funding everything out of their own pockets, as usual.

SD&AE TO BECOME SD&IV

On August 20th the Metropolitan Transit Development Board (MTDB), owner of the S.D. & A.E. and San Diego Trolley, announced that the Interstate Commerce Commission had accepted a bid by Rail Tex Inc. of San Antonio to take over freight operations on the line in sixty days. A Kyle Railways Inc. spokesman said that the current operator would work with Rail Tex for a smooth transition as quickly as possible.

The ICC ruling also relieved Rail Tex of any obligation to honor prior labor contracts negotiated by Kyle. This opens the door for a caboosless, non-union "mom and pop" family type operation that Rail Tex wanted all along. Rail Tex will change the image of the old S.D. & A.E. with a new name "San Diego & Imperial Valley Railway", and a new logo and paint scheme. The San Diego & Arizona Railway was founded in 1906. The "Eastern" was added in 1933 when Southern Pacific bought out the local interests.

The S.D. & I.V., as part of the deal, is not obligated to operate the east county portion of the line that comes out of Mexico near Campo and runs 72 miles to Plaster City in Imperial County. However, Rail Tex will make every effort to line up Imperial Valley produce shippers and make a deal with the Mexican government owned Tiajuana & Tecate Railway for use of their portion of the line, a total of 44 miles south of the border. Rail Tex's first order of business will be operation downtown to the border and on the 20 mile El Cajon branch. Until the Mexican and Imperial Valley deals are closed no effort will be made to repair the burned trestles in Carriso Gorge and open the eastern mountain line.

Where does PSRM at Campo fit into this new development? PSRMA's executive director and key staff have discussed operation of Campo based excursions with Rail Tex's general manager. There has also been correspondence with the owners of Rail Tex in San Antonio. Negotiations are to be finalized next month. PSRMA has also been in contact with the Mexican railroad officials. Is the world's first international operating railroad museum a possibility?! The next REPORT should have the answer. Meanwhile, keep a hand on the railfan grapevine for instant news and rumors. The light shines bright on the tracks ahead!

(Footnote: The S.D. & I.V. has taken delivery of their first locomotive. It is ex-Santa Fe #1229, purchased from A.T. & S.F. at San Bernardino in late September. The SW9 Model switcher started life as A.T. & S.F. #2429 when delivered by EMD in 1953 with eighteen sisters. It was renumbered #1429 in 1974 and rebuilt as Santa Fe Model "SSB1200" with new number 1229 in November 1979. Look for it to regularly roll past our La Mesa Depot on its way to El Cajon. It will probably retain its Santa Fe blue and yellow paint until the new regime gets firmly established.)

104 & 050 FUND

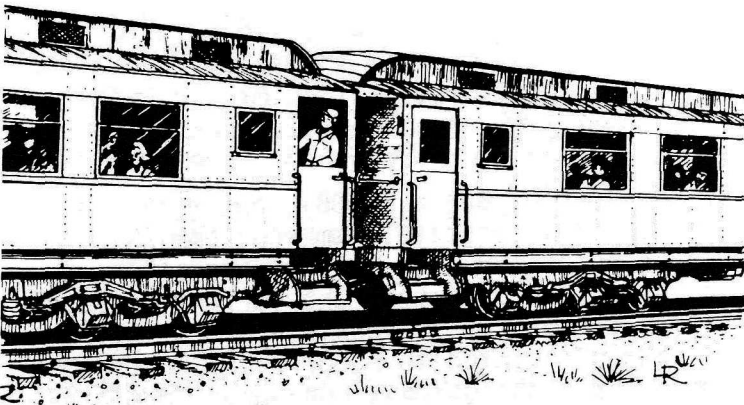
PSRMA's most difficult equipment moving project still suffers from a lingering debt. Saving the only locomotive and private car of San Diego's hometown railroad was certainly worth sticking our necks out. That's what we are here for! The members listed in this column over the last two years have knocked this debt down to only a couple thousand bucks or about \$2.00 each for the 90% of our members who haven't yet participated in this fundraiser.

Carol Lundquist is back on the list again with another series of donations (four, to be exact!). Elwyn Heller, a consistent supporter from out of town has sent in a century note! A. L. Hellman and Helen Edelen have also sent in fat donations beyond the call of duty. The folks on this list are getting us close to putting this project to bed. Join them, if you can. Send your contributions to #104-#050 Fund, PSRMA, La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041. Thanks to all for helping your museum get on top of the big one!

Peter Duncan Shawn Beckert
Carol Lundquist (4!) A. L. "Lee" Hellman
Walter W. Andert

Jack O'Lexey
Vince Jang

Elwyn Heller
Helen D. Edelen



VIEW from the VESTIBULE

by Jim Lundquist, Executive Director

Norm Hill, Superintendent of Equipment, is in charge of new acquisitions for the Museum and I recently asked him to outline his progress and review our policy in this area. I would like to share his report with you.

During the current year of 1984, our Museum has acquired several major new additions for our exhibits: narrow gauge steam locomotive CyZ #1, an RS-2 diesel-electric locomotive #907, Fairbanks-Morse Model H20-44 diesel-electric locomotive #408, heavyweight observation car "Commandant", a tank car, a steel "Route Of The Chief" reefer, a

hopper car, and five cabooses. What are the long range goals in acquisitions?

Our number one goal is to obtain good, easily restorable equipment that is "extinct" or nearly gone from American railroading. At the top of the list are steam locomotives. They are rare, hard to find in good condition, and expensive to move. However, a running steam locomotive has more appeal to the public than any other piece of equipment. Many successful railway museums use steam locomotives to haul exhibition trains.

A second goal is to acquire first generation diesels. It seems hard to believe that more steam locomotives are preserved than E and F units that replaced them. Time is quickly running out for early ALCo, Baldwin, Fairbanks-Morse and EMD diesels. These units are easy to operate and maintain, and can serve well for motive power of exhibit trains.

Older wooden, steel and stainless steel passenger cars need to be preserved. We are seeking to present to the public an entire train of an era, not just a few cars. Our goal is to present a typical train dating in the 1890's, 1920's and 1940-50's. These trains would consist of baggage, RPO, coaches, diners, lounges and Pullmans. When we find one of these older cars in good condition, we act to acquire it. These cars can also serve other useful purposes like excursion cars, bunkrooms, gift shops, etc.

We are also seeking to present a historical look at development of the caboose. Because cabooses are rapidly disappearing from the railroads, and because we remember how fast the steam locomotives went, we are acting now to preserve this great American heritage while we still can. We feel that we might have already missed the opportunity to preserve a "bobber" (a four-wheeled caboose), converted boxcar, drover's car, converted coach, blind-end and side-door style of caboose. Missing these types will hamper our desire to present the full evolution of everyone's favorite car in the train. Cabooses are also useful in exhibition trains to carry the visitors. Unfortunately, they are also useful outside of the railroad as stores, restaurants and the like, and are hard to acquire.

We are looking for freight cars missing from our collection which represent the heart of American railroading. Cattle or stock cars, composite wood and steel types are of interest.

An obvious goal is to save equipment which ran in the local area. Exhibits from SD &AE, Santa Fe, S.P. or U.P. are of prime interest.

Finally, and most remarkably, is that all the success we have had this year in the area of acquisitions, including moving the equipment to San Diego, has been accomplished using no general funds from the Museum! All costs associated with acquiring, repairing, or transporting have come from special donations from the membership. So, it is you, the members who are really to take the credit for our success. Because without your digging into your pockets and sending in your donations, we could not have saved these great pieces of railroadiana to exhibit for all our visitors to enjoy. Thank you for your support and keep your eye on the front page of future REPORTs. Some terrific acquisitions are in the works!



PSRMA CRANE HELPS MOVE PSRMA CRANE!

The two cranes in these photos both belong to PSRMA. The one lettered for Santa Fe was featured in REPORT #191. The rubber tired job was purchased by the museum last month to assist in the dismantling, moving and reassembly of the Santa Fe gantry at Campo. John Ashman spotted the diesel rig on a government surplus list and arranged for its purchase for less than the cost of a week's rent of such a crane!

This important acquisition is a P. & H. Model #325TC 25 ton capacity crane, built in 1967. It weighs 54,420 lbs. and has a sectional boom that can be set up for 60, 45 and 30 foot lengths. The truck/crane has hydraulic outriggers, like-new tires and has only 4,400 original miles on it! Its only flaw when delivered to us was a missing starter on one of its two diesel engines. Dick McIntyre took care of that in short order and PSRMA was in business with a crane that cost at least \$60,000.00 when new for a total investment of less than \$2,000.00!

Dick McIntyre and John Baldwin put up the cash for this unit that is the key component in the gantry crane move. Dick has also been in charge of the dismantling work assisted by Jim Hamill, Vern Cook, Mike Reading, Jim Lundquist, Barney Barnier, Scott Thompson, and Dale Prescott. Vern has been the crane operator for the work sessions that have seen the removal of most of the main sub-assemblies of the antique Santa Fe crawler.

The top photo shows the catenary support poles being yanked out of the ground. In the lower picture Vern has just lifted off the travelling hook enclosure that was unbolted by Scott and Dick. The traveller was placed on a special support rack that Dick built to fit its wheels and allow the hook to hang free. The electric motors and wheel sets in the foreground were removed earlier. In a few weeks all the pieces should be ready for transport to the museum, where they will be reassembled astraddle the two engine house tracks north of Caboose Row.

The P. & H. truck/crane is going to take the pain out of many museum acquisition projects in the future. It has already been stenciled as a PSRMA property by Larry Rose. Mike Reading lubed and serviced the crane and Vern Cook tested all the on board equipment, drum brake and rigging. When the work is done downtown, this unit will work at PSRM for the rest of its days which should be a decade or two, considering the great shape it is in.

Thanks to the crane crew for getting off to such a great start on the tough job of moving the big gantry. Special thanks to John Ashman for bird-dogging the acquisition of the rubber tired rig that is so essential to the success of this project and to the cash donors who greased the wheels.....to be continued.

(L. Rose photos)

MEMBERSHIP NEWS

by Tanya Rose

Its not too early to think about the holiday season and what you'd like to give to your special people. Why not consider a membership in PSRMA? Folks have been enrolling their friends and relatives throughout the year, because it is especially nice to surprise people with a really unique gift....a membership in the fastest growing rail enthusiast group (and one of the friendliest!) in the nation. Because of your thoughtful gift they, too, would belong to an organization deeply committed to restoring and preserving a very precious part of our American heritage. Consider my suggestion, won't you?

Yet another out-of-towner, Rev. Kathy Askew of Ocean Park, Washington has fleshed out the ranks of life members, bringing our total to 28!! Ward Kimball, retired cartoonist from the Walt Disney Studios, and well known San Diegan Lucille V. Moore are now members along with these other good folks. Welcome, welcome, to each and every one!

LIFE MEMBER #28

Rev. Kathy Askew

SUSTAINING

C. Greg Barton Andrew & Loretta Proctor
James F. Phelan

CONTRIBUTING

Bruce Semelsberger

SUPPORTING

James Rasmussen Eugene & Susan Damm
George Houghton Dr. Rawdon E. Rambo

FAMILIES

Marvin C. & Rita M. Bradley
Donald & Nancy Sides
Kim, Marian & Corey Crosser
Harry & Betty J. Smith
Ed, Rita & Riki Henneberg

Ken, Carol, Melissa & Kurt
Schuettenhelm
Mr. & Mrs. Henry Beyer
Ken & Carol Martin
Steven C. & Carol A. Smith

Julian, Connie, Cornelius,
Marcellus & Josetta Lucero
Rene L. & Geoffrey Scheuerman
Dale & Frances Harker

REGULAR

Lucille V. Moore
Frank W. Whaley
Robert Dier
Jamie Grubbs
Andrew T. Silk
Kenneth L. Bernhard

Andre Grisham
Pam Mork
Marian Bell
Harold Stamper
Edgar R. Orr

Kenneth R. Hanson
Agnes Evans
Linda L. Salmond
George Heflin, IV
Helen M. Pryor

Larry D. Rowden
A. C. Wood
Ed Von Nordeck
Ward Kimball
Ethel M. Peterson

In Memoriam

Long time member and regular Robert Peary staffer John Juliussen left this world last month in tragic circumstances that shocked all his friends in PSRMA. The following anonymous letter was received soon after that says all which really can be said about the untimely extinguishing of such an important and productive life.

To The Editor, "Report"

The museum has recently lost one of its members, not because he just didn't renew his membership, or move out of the area, but because his life apparently seemed to lose its usefulness, its purpose. Some of those who should have loved him apparently didn't, and those who did, apparently didn't tell him, and so, feeling all of this, he chose to move on to ther pastures. John Juliussen, railfan extraordinaire, has left us, and what's left to say, but bon voyage John, we love you; we'll miss you.

Robert J. Hastings wrote a story which he titled "The Station". I would like to repeat it here, because it might help us to make our own lives a little more meaningful - to get more out of it - to be a little more responsive to our own desires and not be so influenced by the lack of love or understanding of others. It goes:

Tucked away in our subconscious is an idyllic vision. We see ourselves on a long trip that spans the continent. We are traveling by train. Out the windows we drink in the passing scene of cars on nearby highways, of children waving at a crossing, of cattle grazing on a distant hillside, of smoke pouring from a power plant, of row upon row of corn and wheat, of flatlands and valleys, of mountains and rolling hillsides, of city skylines and village halls.

But uppermost in our minds is the final destination. On a certain day at a certain hour we will pull into the station. Bands will be playing and flags waving. Once we get there so many wonderful dreams will come true and the pieces of our lives will fit together like a completed jigsaw puzzle. How restlessly we pace the aisles, damning the minutes for loitering - waiting, waiting, waiting for the station.

"When we reach the station, what will it be?" we cry. "When I'm 18." "When I buy a new 450SL Mercedes Benz!" "When I put the last kid through college." "When I have paid off the mortgage!" "When I get a promotion." "When I reach the age of retirement, I shall live happily ever after."

Sooner or later we must realize there is no station, no one place to arrive at once and for all. The true joy of life is the trip. The station is only a dream. It constantly outdistances us.

"Relish the moment" is a good motto, especially when coupled with Psalm 118:24, "This is the day which the Lord hath made; we will rejoice and be glad in it". It isn't the burdens of today that drive men mad. It is the regrets over yesterday and the fear of tomorrow. Regret and fear are twin thieves who rob us of today.

So stop pacing the aisles and counting the miles. Instead, climb more mountains, eat more ice cream, go barefoot more often, swim more rivers, watch more sunsets, laugh more, cry less. Life must be lived as we go along. The station will come soon enough.

A Fellow Railfan.

The following members and friends sent in donations to the Robert Peary fund in memory of John. John & Margaret Mattis, Bill & Julia Niedrich, and Roy Pickering.



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



PSRM Campo

A combination of hot weather, regulars on vacation, and the month long illness of our facilities superintendent have slowed progress a little at PSRM as the summer winds down. However, Grounds Director Jack O'Lexey and Buildings and Utilities chief "Barney" Barnier have been filling the void nicely with major progress on several fronts.

Ed and Hazel Duling, Life Members 22 and 23, have funded the metal siding for the car shop front to make the building look like the drawing published in REPORT #189. Barney and his car shop troops will get going on this as soon as they finish off the waterproofing project going on above the crew lounge wing. Paul Bortell has been funding the interior work in the lounge/kitchen area himself, as usual, and has the new ceiling ready to hang as soon as Barney completes the electrical work. Helping Barney and Paul have been Ken Locke, Scott Thompson, Ron Milot, Joel Cox and the occasional mechanical department grease monkey who was noticed loitering in the area with his hands in his pockets.

Ed Duling also arranged to borrow a ditching machine so Jack's long awaited water system extension project could get underway. Jack and Ed now have a "live" 2" water pipe stubbed out at "Railbuff Bluff" (past the yard throat) and to a point north of the car shop between the museum mainline and the site of carbarn one. Along the way on both extensions are hose bibbs and stub outs for landscape maintenance and future buildings. The back filling and compaction was done by PSRM's full-time volunteer caretaker Joe Hartman. Joe has been doing a super job around the place with his old Ford tractor. Our chronic weed problem has also been taken care of by Joe, who also plays host to visitors during the week when not driving the tractor.

Speaking of mid-week visitors, PSRM had a well known member and guest sign the register one Wednesday in August. Santa Fe Chief of Police Carl Ball made his first visit to PSRM along with his Assistant Chief J. Patrick Carter, head man of ATSF's Coast Lines Division Special Agents. Carl's young son Carl, Jr. was also along, as this visit was not on company time, although business with local agents did fill most of Carl's and Pat's time while in San Diego. Oldtimers will recall Pat Carter's terrific program on the tough work of the railroad police at a PSRMA general meeting back in 1978. It was this meeting that provided official Santa Fe recognition and encouragement of PSRMA's "Railfan Patrol" idea that, since then, has led to the arrest of several hundred railroad vandals and thieves by local agents acting on tips from local railfans.

Upon return to his home in near Chicago, Carl sent a note to Membership Director Tanya Rose that included the following excerpt: "We did enjoy (our) visit to Campo and were very impressed. Reading about it in REPORT is one thing; seeing it in person is quite another. The work done...and to be done there...is awesome!" The Chief is now aware that what you read in this column just hits the high spots of what is really going on. As for the low spots, Joe Hartman just buried the latest of these as much of the really hard work done, drainage and water lines etc., is now underground! Thanks, Carl, for the kind words and thanks to Joe for showing Santa Fe's top cops the treasures at PSRM. We hope that they can make it again some time...when the steam engines are running!

Meanwhile, there is still an "awesome" amount of work to do in order to complete the basic support facilities for our home for the iron horse in the mountains east of San Diego. We used to be intimidated by the amount of work to do, but not any more. The arrival of our vintage rail equipment last year was a real tonic for our crew and immediately began to swell the ranks of the regulars. Now, with so many of our "friends" on the property, the real purpose of the place is apparent to everyone. Laying track used to be the toughest thing to get volunteers to spend their weekends doing. Now, because of the locomotives and cars all around, the track crew has been one of the hardest working groups in the museum.

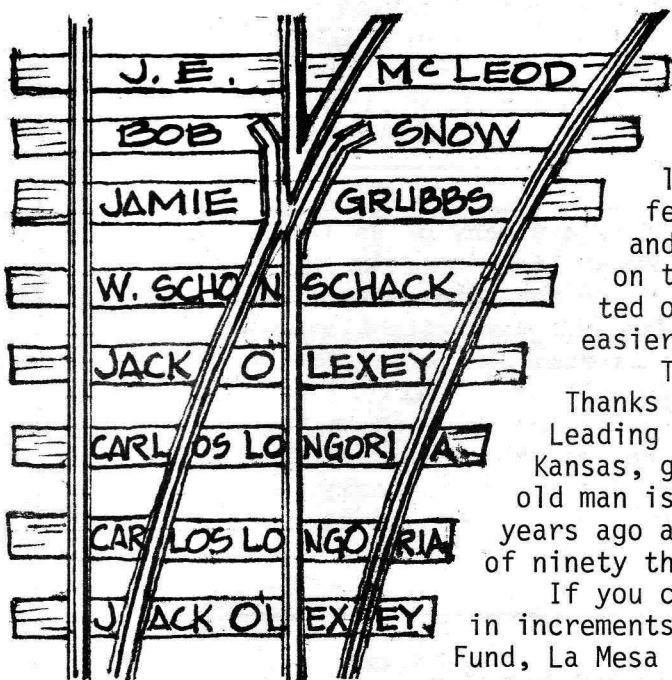
The track gang has spiked down the third switch in the yard throat and as this is written, are only a weekend away from connecting car shop tracks one and two to this switch! Our Sea Bee Reservist friends have been out twice since the last report and have also been working on track. These guys like to work at PSRM Campo and could do other projects for their weekend drill, but prefer our track construction project over other types of construction work! There are only six or seven of them but their im-

pact has been tremendous.

The biggest problem now for our track workers is the shortage of ties and 60 lb. joint bars. Track bolts of the proper size are also getting scarce. Jim Hamill has been reconditioning a barrel of heavily rusted bolts that Wally Barber donated. Re-machining each one really slows us down but it is sure a lot better than no track bolts! The joint bar problem is even tougher. Dick McIntyre has been making transition bars to hook up 60 lb. rail to our 75 lb. rail switches. He is running out of parts. The shortage of switch ties has kept the crew from starting to lay out the switch to Caboose Row and car shop track #3. All members who have not contributed to the switch tie fund can make these problems disappear. See the graph elsewhere in this issue for details. The track gang will be forever grateful for any help they can get. They are: Chris Cooper, Joel Cox, Jim Hamill, Larry Rose, Jim Lundquist, Scott Thompson, Barney Barnier, Geoff Shepherd, Ron Milot, Dale Prescott, a half dozen Sea Bees, a few visitors who couldn't resist a dare and the usual mechanical department types who wandered too far away from their normal haunts.

Work continues at the museum rain or shine every weekend. When the weather cools this fall and the vacations are over, activity will pick up on all fronts. Participation by all members is encouraged. Call Larry Rose at 469-3064 to find out how easy it is to get involved. If you would enjoy a light duty job we need docents to show visitors around. Call now!

THIRD SWITCH INSTALLED AT PSRM



The third switch in the yard throat at PSRM is now complete except for ballast. The fourth switch to Caboose Row and track three can be started now thanks to the donors of the long ties listed on the tie chart. In the next few weeks S.D. & A.E. #050, the "Carriso Gorge", and caboose #1413 will be rolled into the car shop on track two. Shay #3 and O-6-OT #10 will be spotted on track one, in front of the shop, to be within easier reach of the machine shop.

The Buy-A-Tie donors have made all this possible. Thanks to all who have been pushing this project. Leading the list this time is J.E. McLeod of Washington, Kansas, grandfather of the REPORT Editor and what a grand old man is he! This man invented the bulldozer seventy years ago and is still helping to build things at the age of ninety three!

If you can help with the track work, send what you can in increments of \$14.00 for each long tie to: PSRM Buy-A-Tie Fund, La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041.

Get Your Uniform Together

The old style pill box trainman's uniform hats are now available through the museum gift shop. All prospective crew and ticket agents are expected to order a winter and summer (wicker band) version of these traditional black uniform hats. Larry Rose has been showing these hats to the regular crew so we can work up a bulk order for everyone and keep the cost down. Reproductions of brass S.D. & A.Ry. hat badges for agents, conductors and brakemen are also in the works, so get your order in now. Get your size and a deposit in to Linda DiGiorgio at the gift shop or call her at 283-3066. These hats are of first class construction and rich in tradition. The cost will be \$29.50. Pictures of these hats on our staffers and agents were in REPORT issues #180 and 181. Samples are on display in the bookstore. Go see 'um and order yours now!

Everything Trains Gift Shop News

COMING SOON - A new definitive history of the San Diego and Arizona Eastern. There is a lot of interest in this new book, and the first printing may go fast. Phone Linda to reserve your copy. It should be out in time for Christmas giving.

UNION PACIFIC OVERLAND SUGAR BOWLS - We have just purchased a few of these fine silver pieces in 8 and 12 ounce sizes. Come in and see them before they're gone!

SAN DIEGO AND ARIZONA DINNER PLATES - We are working on a limited reissue of this very rare item. Watch for a formal announcement in the near future.

FOR THE SERIOUS RAILROAD PAPER COLLECTOR, we have made a very rare purchase of a small quantity of pre-1910 railroad stickers. There are baggage stickers, freight stickers, beer bottle labels, advertising pieces, and so on. Every one is a one-of-a-kind item. Come in and see these unusual stickers.

HOBO JOE IS HERE! We bought out the decorative fixtures from a chain of railroad theme restaurants. We have a variety of railroad motif swag and other ceiling lamps, wall lamps and accent lamps. There are wooden trim pieces that resemble crossing signs, semaphores, block signals, etc. All are reasonably priced and just the thing to accent a train room, a boy's room, or anywhere in a train lover's home.

SPEAKING OF COMING IN - have you been frustrated lately trying to find us open? As we all know, it's been a very hot summer, and it's even hotter in the cars, so we've been closed more than we've been open this summer. Be sure to phone before coming out, so you won't be disappointed. 465-8444 will get you both the Gift Shop and the Depot Museum, if either of us are open.

The Gift Shop lost a very effective staffer, and many of us lost a good friend, in the Labor Day passing of **John Juliussen**. John had joined PSRMA and the Exhibit while we were still on the Embarcadero, where he quickly became one of the hardest-working and most effective staffers in the **Robert Peary**. After we moved to La Mesa, he moved to the Gift Shop, where he continued to work hard and enthusiastically. His passing leaves a large void in our staffing schedule, as well as in the lives of those of us who knew him. His family has set up a memorial fund with PSRMA, to be used toward the restoration of the **Robert Peary**, which he loved so much. Contributions should be sent to PSRMA, marked for the **John Juliussen Memorial Fund**.

THANKS TO OUR HARDWORKING VOLUNTEERS for July and August -

Dave Slater (2)
Bette Donovan (2)
Charlie Wade (4)
Bill Schneider

George Geyer
George Heflin IV (9!)
Rae Gay
Carmen Donovan (2)

Roy Pickering (2)
Cecil Badman
Linda DiGiorgio
John Juliussen (3)

EVERYTHING TRAINS! Gift Shop

In the Amtrak car

La Mesa Depot Museum

La Mesa, Calif.

Open 12-5 on Saturdays and Sundays

Office 283-3066 (Linda's home)

Gift shop and Depot 465-8444

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

SPEAKERS BUREAU

by Bob Warner

With the dog days of summer behind us, we have been booking more speaking engagements and have a mailing going out to the various service clubs in this area. If you know of a group in need of a program, do let me know. If you have an idea for a program or have a presentation you can give, please get in touch with me.

From the interest shown, I can tell that we are going to need people to help with the Speakers Bureau. We are also in need of slides showing the progress at Campo. If you have any, please let us borrow them long enough to make copies.

How would you like to play host at PSRM Campo? As our reputation grows, so does our amount of visitors there. The weather is especially nice now and we need people on weekends who can spare about four hours a day once or twice a month showing them around. As it is now, our restoration troops have to stop in the middle of a project often times to answer the many questions. If a day in the clear country air is your pleasure, do get involved. It would really ease their load if you could help in this way. Please call me, Bob Warner, at 463-1082 and get involved!

RAILFAN PATROL NEWS

by Dick Schleicher

The long hot summer and Olympics are past and local railfans are looking forward to the crisp, clear days of fall in Southern California for those "terrific" photographs. This past summer, however, afforded some very unique photo opportunities in the local San Diego area. Foreign power in the form of Southern Pacific and Union Pacific road engines have occasionally shown up in the daily Santa Fe freight head-end lash ups. A Santa Fe Del Mar Special graced the rails once again as an FP45 pulling business car #58, lounge car #62, and track inspection car #89 arrived in town for a day at the races. Currently, some rather unique Colorado and Wyoming railroad rail flatcars come and go, bringing rail into town for the San Diego Trolley as they push the new line east.

Carl Ball, Chief of ATSF Police, paid a visit to San Diego in late August. I had the pleasure of meeting with him together with Pat Carter, Assistant Chief of ATSF Police and Karl Schwartz who, as Assistant Division Superintendent for Police, heads up our local San Diego office. Chief Ball was most grateful for the Railfan Patrol's efforts and said to keep up the good work.

Fortunately, there have been no reports of any new major problem areas. Through the dogged, hard work of Fourth District Santa Fe Police, a teenage rock thrower was apprehended in Oceanside. It is believed that he was responsible for several rock throwing incidents in the area. Young kids, however, continue to play "chicken" with the trains in Oceanside and Carlsbad. Remember, keep alert and keep the reports coming in.

GETTING INTO TRAINING

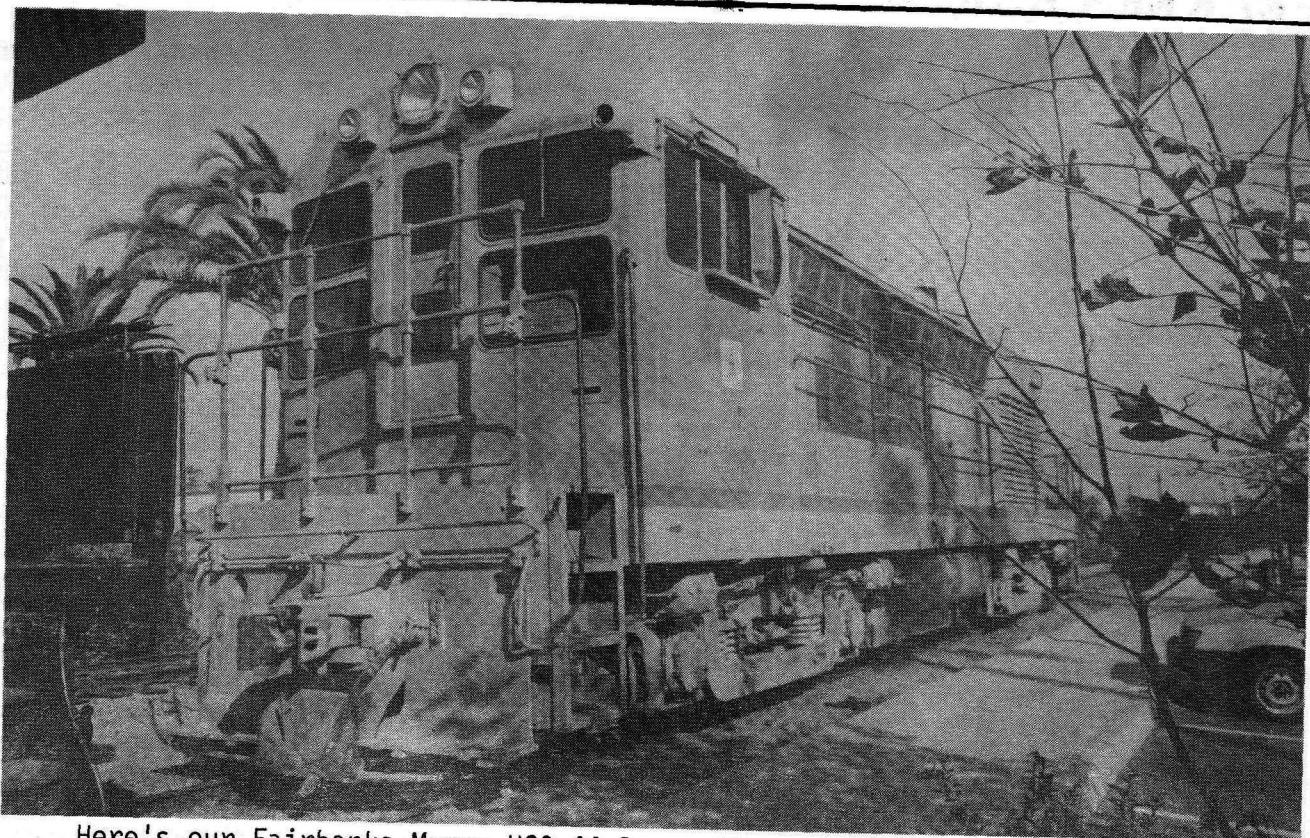
by Dick Ruppert

Now that most of PSRM's equipment is at the museum where we can operate, it is time for the association to launch a training program. The exciting prospects for operating an exhibition railway program also calls for getting train crews readied.

When PSRM's Superintendent of Operations, John Ashman, agreed to let me take the position of Director of Operating Rules and Training, he stated that he wanted train crews that could not only operate the equipment safely and efficiently, but could also inform our excursion visitors about local history, natural history, railroad history, and PSRM plans and prospects.

I plan for PSRM to have a set of training programs that will meet John's wishes, at least eventually. To do that will take quite a bit of help. We'll need to develop training manuals about the history of Campo, the history of our museum site, the unusual natural features in the area and the history of the S.D. & A.E. We will also need some slides and video tapes on these subjects and on train operation: brakes, couplers, signals, and safety.

Dan Robirds has done a massive job in compiling a draft set of PSRM operating rules. That gets us started, but a lot remains to be done. Now is your chance to get into training. If you have thoughts about a training program or would like to research and write or photograph or tape some training materials, please call me, Dick Ruppert, at 459-2573, evenings.



Here's our Fairbanks-Morse H20-44 locomotive on our spur in La Mesa. The cement plant dust was cleaned from the windows by Ashman, Doering, Rose & Associates so it would be standing tall for La Mesa's Oktoberfest celebration. 100,000 people show up for La Mesa's annual party and PSRMA is always a central part of it.

(L. Rose photo)

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