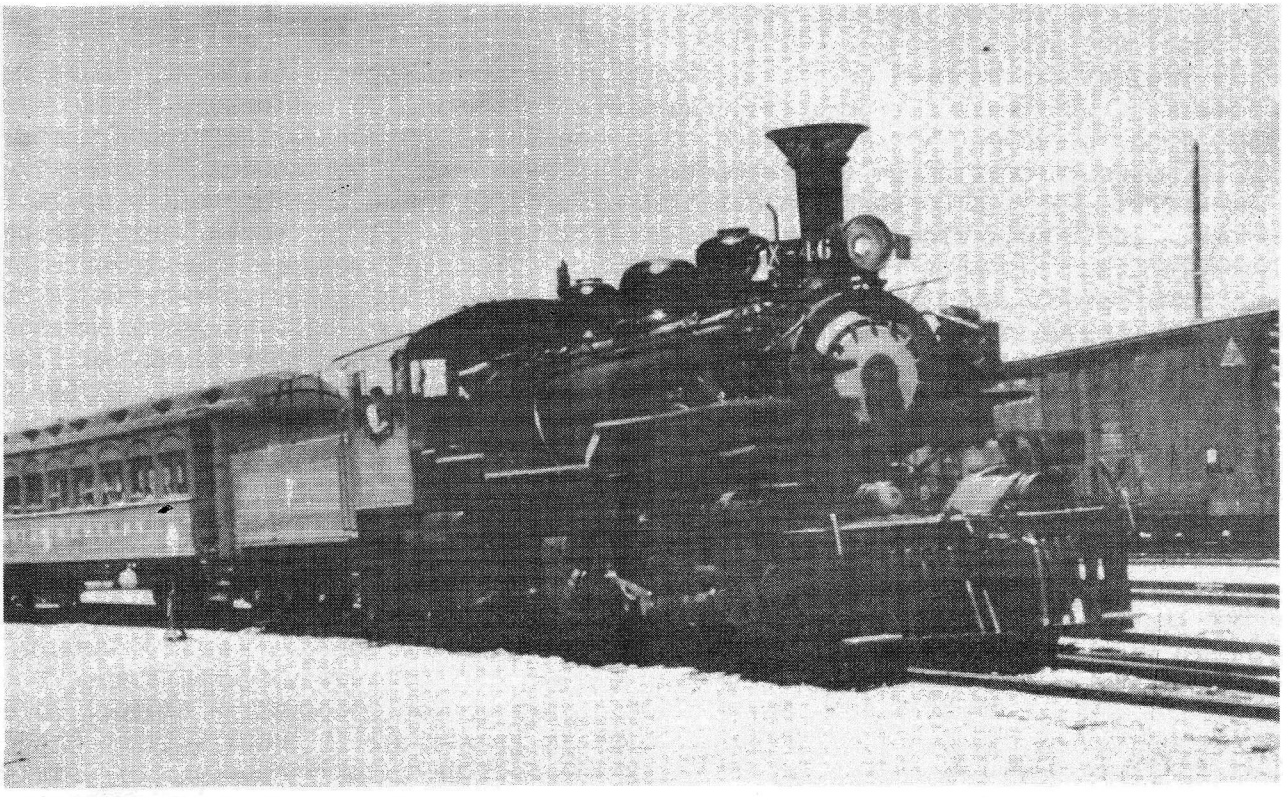
Sept.-Oct. '84

REPORT

No. 194

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



ARTICULATED STEAM POWER FOR PSRMA!

CALIFORNIA WESTERN No. 46 DONATED!

California Western #46, a 2-6-6-2 logging mallet, has been donated to PSRMA! The wild rumors flying around San Diego railfan hangouts for a month are confirmed. The Georgia Pacific Corporation, owners of the famous "Skunk Line" between Fort Bragg and Willits in Northern California, have made it official. The rare articulated locomotive, built by the Baldwin Works in 1937, will be coming to Campo. The photo above was taken by member Ron Milot at Fort Bragg in 1977 as No. 46 was about to get underway with a six car passenger train. It will be put to the same use on the museum railroad. Read all about this exciting acquisition in this issue of the association news sheet. Merry Christmas, PSRMA!

BALDWIN MALLET DONATED!

French steam locomotive designer M. Anatole Mallet had a great idea around the turn of the century. He solved the problem of how to get a long locomotive around a sharp curve by placing two locomotive chassis under one boiler with the front set hinged to the rear set and allowed to move under the front part of the boiler. This "articulation" allowed the front chassis to move into sharp curves independent of the boiler, but still helping to support its weight. He also used the steam twice, first to power the high pressure cylinders on the rear chassis then exhausting it to the low pressure cylinders on the front engine.

PSRMA has been blessed with a gift of one of these unusual and rare locomotives. The Georgia Pacific Corporation, owner of the California Western Railway, has donated one of these "Mallet" (pronounced "malley") engines that was used on the Cal Western hauling tourists as late as 1977! This is the third locomotive that we have received from Georgia Pacific. Coos Bay Lumber 2-8-2T #11 and Feather River Railway Shay #3 were also gifts from this donor. The fact that both of these engines have been fired up and operated by the museum in the last year (No. 11 last month!) might have carried some weight in this excellent acquisition.

This project was handled by PSRMA's Board of Trustees, specifically new board member Arthur Sherman, who travels regularly to northern California on business. Art is a professional fund raiser who was encouraged to pursue this donation by the high probability of regular museum operation on the currently idle east county portion of the SD&AE.

The Georgia Pacific Corporation has also offered to bring the locomotive up to F.R.A. standards in their California Western shop at Fort Bragg. Art is looking into the possibility of funding this work instead of letting our volunteers restore the engine as has been our usual practice. The locomotive is in fairly good shape having received a major overhaul and rebuilding in 1970 and was operated regularly until 1977. As steam engines go, No. 46 is just a youngster (Baldwin, Class of '37) and should have plenty of life left in it as our other Georgia Pacific engines have. Getting the engine up to stringent F.R.A. standards in only a few months time would put us in great shape for operation out of Campo this summer. If Art Sherman and the board can pull this off, it would be the icing on what is already an unbelievable cake for PSRMA.

There are few locomotives in the west as well known as this logging Mallet. The reason for this is that you can count the few articulated engines running anywhere in the country on the fingers of one hand with fingers left over! This locomotive is unusual but PSRMA these days is also a little unusual. We believe No. 46's association with PSRMA is going to be a long and happy one. Many thanks to Art and Georgia Pacific for collaborating on this spectacular addition to our roster.

TECHNICAL DATA

California Western No. 46 2-6-6-2 specifications and notes:

44" drivers, 18" & 28" x 24" cylinders, 247,000 lbs. total engine weight, 200 lbs. boiler pressure, 42,000 lbs. tractive effort.

CW 46 Rayioner 111 Weyerhauser Tbr. 110 Baldwin 62064 June, 1937

Built as 2-6-6-2ST with tender, converted to tender engine by California Western Ry. 1970

REPORT

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HISTORY OF NO. 46

by P. Allen Copeland

Although other firms have built articulated steam locomotives for logging service, the company that comes to mind when the type is mentioned is the Baldwin Locomotive Works. The company built their first example of the type in 1909 (as a 2-6-6-2T) and before production was concluded in 1937, a total of 43 articulated locomotives of various wheel arrangements and tank arrangements had been built, including two special narrow gauge examples for the Uintah Ry. in Utah. While the first examples were built in 1909, it wasn't until the mid-1920's that production really started in building these compound and simple articulated locomotives. Most were compound operation, but some were simple. The locomotives proved very popular with western logging companies for the prime reason that they could run over tracks that were primarily suited to geared locomotives such as the Climax, Heisler or Shay, and on better track conditions they could run at much higher speeds than the geared power.

In 1937, one of the last logging mallets was built for the Weyerhauser Timber Co. as #110 and delivered to Camp McDonald, Washington. This 2-6-6-2T was equipped with split saddle tanks and a tender and was used on the company's extensive logging operations centered at Longview, Washington. As it turned out, this was the very last new locomotive to be delivered to Weyerhauser. The #110, as the heaviest and newest of the logging mallets was quite popular with crews and management alike. However, after World War Two, in the interest of economy, the company discontinued the use of logging spurs and turned to truck haul to bring the logs to central points for reloading on flatcars for transit to the sawmill. #110 was barely in service for several years, when in 1948 she and two other sisters were sold to Rayioner, Inc. another large logging company with operations in the northwest corner of the state of Washington on the Olympic Peninsula.

Rayioner renumbered former Weyerhauser No. 110 to 111, and used the engine primarily as a woods engine, hauling logs in to the junction point for transfer to larger power, as a switcher and utility engine. Most of the time, the No. 111 was used on the Camp 3 Branch which left the mainline near Railroad Camp, Washington. Rayioner purchased their first diesels in 1962, but the Camp 3 Branch was so lightly built that diesels could not be used on it. In 1966 the branch was abandoned and No. 111 was then used as a relief and standby engine. The locomotive was retired in late 1966 along with the rest of the company's steam power.

The California Western Ry., famed for the beautiful redwood country through which it runs and the motor cars (called "Skunks") which offered regular passenger service became interested in No. 111 as a means to enlarge their steam passenger train service. No. 45, a 2-8-2, was on hand for this service, but the growing popularity of the "Super Skunk" trains caused the road to look for larger power. In 1968 the No. 111 was purchased by the California Western and moved south to California. The locomotive was assigned No. 46 and heavily rebuilt, so that it could pass ICC inspections and be more economically operated in the faster mainline type operation of the railroad. The saddle tanks, along with the oil bunker were removed, and the cab was rebuilt. After this rebuilding, the locomotive little resembled the engine that had left Washington.

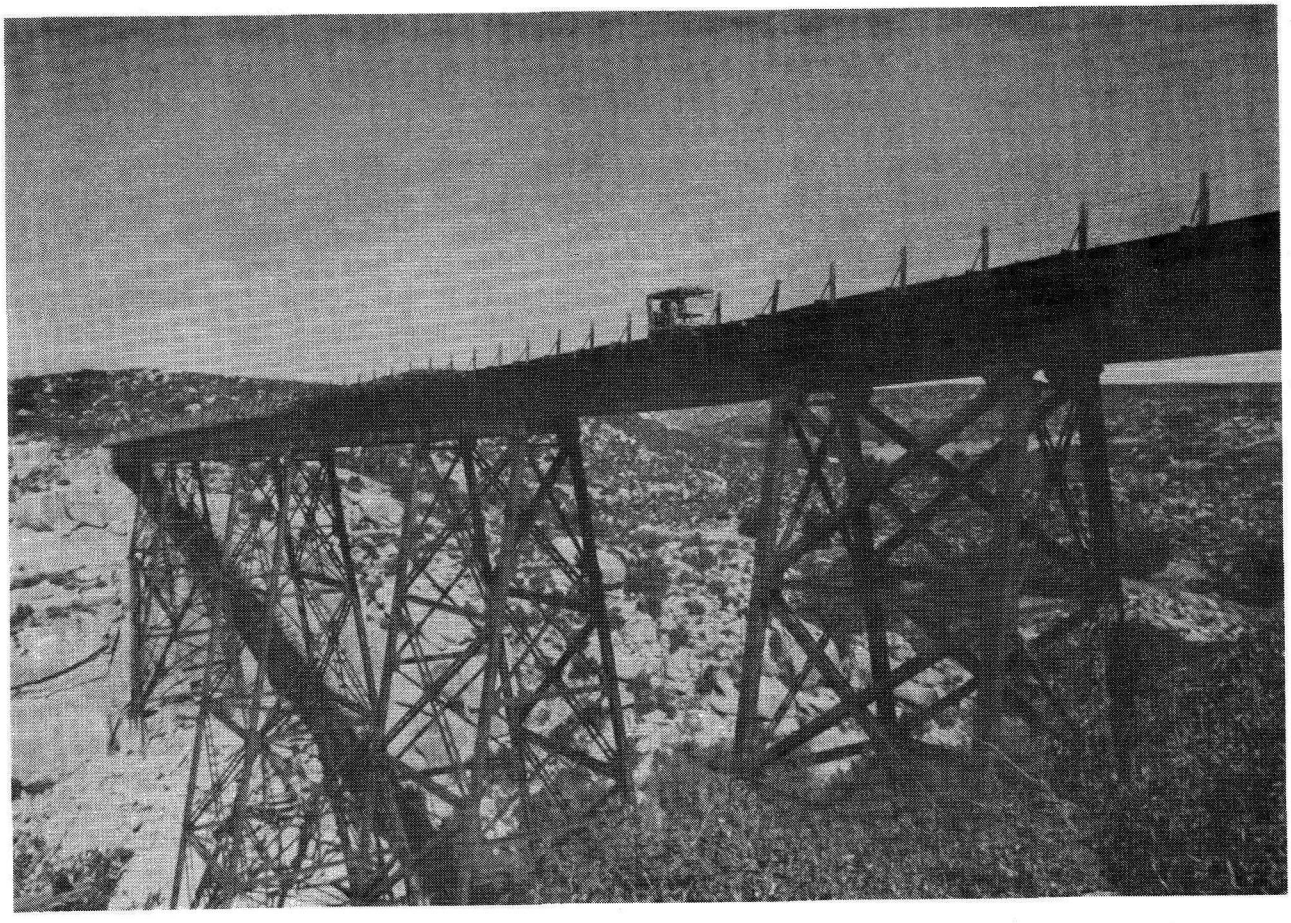
The rebuilding of No. 46 was not completed until 1970, and after that the locomotive was placed into passenger service. No. 46 could haul eight passenger cars on the more level portions of the road, with two less on the more heavily graded sections of the road. When not needed for passenger service, No. 46 and No. 45 were used on occasion to switch the lumber mill at Fort Bragg. For a time, both steam locomotives hauled trains from Fort Bragg to Willits, but in 1977 the schedule was changed so that the steamers only ran to Northspur to save on operating costs over the heavy grades on the eastern section of the road. With this cutback, one steam engine was more than adequate to power the "Super Skunk" service, and the 2-8-2 was usually given this assignment. Diesels were used to power the passenger trains in later years, and both steamers were stored at Fort Bragg.

Ten of the 43 Baldwin logging Mallets built survive today. Two are in California, No. 46 and Clover Valley Lumber No. 4 restored and operated by the Pacific Locomotive Association at Richmond. Only seven of the 43 ever operated in California and constitute four of the ten survivors.

PSRM INSPECTS 13 MILES OF TRACK

Negotiations for trackage rights on the eastern portion of the old SD&AE, now operated by a new short line company called the San Diego and Imperial Valley Railway, are in progress. PSRMA, as part of the agreement to operate steam trains on the unused eastern line will be responsible for maintenance on that portion of the railroad to be used by the museum. This means weeding, tie replacement, unplugging clogged culverts, repairing erosion damage and clearing silted in cuts.

A series of inspection trips east and west of the museum site at Campo have been made by PSRMA staff heads and track gang types to get an idea of the condition of the track and roadbed. The Fairmont gang car repaired by Dale Prescott and Jim Enos was used for these trips up and down the line, although much of the inspection was conducted on foot.



PSRM's eight man gang car is only a speck on the SD&AE's massive Campo Creek viaduct ten miles east of the museum. Sometime next year we hope to pose a steam locomotive on this bridge for the realization of another long-time railfan dream! (Larry Rose photo)

Board member and railroad contractor Wally Barber and Executive Director Jim Lundquist checked every tie between Campo and Clover Flat , about seven miles east of the museum, marking over 400 for replacement in the next two years. About the same amount needs to be replaced west of Campo between the museum site and the border, a distance of six miles. Larry Rose joined the group for this hike, marking the bad ties with spray paint.

The track east of the museum was inspected as far as milepost 79, thirteen miles from Campo. The reason for stopping was a hundred foot long pile of sand over the tracks about two feet deep in the middle. We will have to haul in a small loader to take care

of this before we move on to Hipass and then Jacumba beyond. Operation this far, however, is proposed only for special occasions. Clover Flats is proposed as the run around point for regular trains, making a fourteen mile round trip from the museum.

There is quite a bit of work to do to get the track up to decent standards and an agreement to do track work with the new Texas based operator is not expected until after the first of the year. This means that we probably won't run the first members only steam special until Memorial Day or soon thereafter.

Funding for this operation will come from the long awaited grant from the County of San Diego room tax funds set aside for east county museums. (See article elsewhere in this issue.)

Several groups have already expressed an interest in helping us work on the line. Our Sea Bee Reservist friends were the first, just ahead of the Boy Scouts. Then the road gang from the local county honor camp stepped forward. Even the Indians from the Campo area reservation have offered to help get the line open! (Shades of the Santa Fe's famous Navajo gang!)

The SD&IV is now operating on the El Cajon Branch and San Diego Trolley's line to San Ysidro on alternate nights. They would like to operate the east county line someday also and have made their own high rail inspection trip. The washouts, burned bridges and a reasonable arrangement with the Mexican government owned Tiajuana and Tecate Railway are their biggest hurdles. PSRMA hopes they can manage it. Regularly scheduled freight trains over the line is the best thing for the railroad and PSRMA. When or if the line will be opened, however, will be the topic of much speculation for the near future. Meanwhile, PSRMA stands ready to help write the next chapter in the colorful history of the "Impossible Railroad". Keep your eye on future REPORTs for the latest news.

$30,000 GRANT FOR PSRMA !!

The County of San Diego has come through with a large cash grant from the same source that funds the other big museums in San Diego. The County Board of Supervisors allocated a portion of their share of tourist hotel room taxes to museums in the east county with many, including us, receiving their first such grant ever.

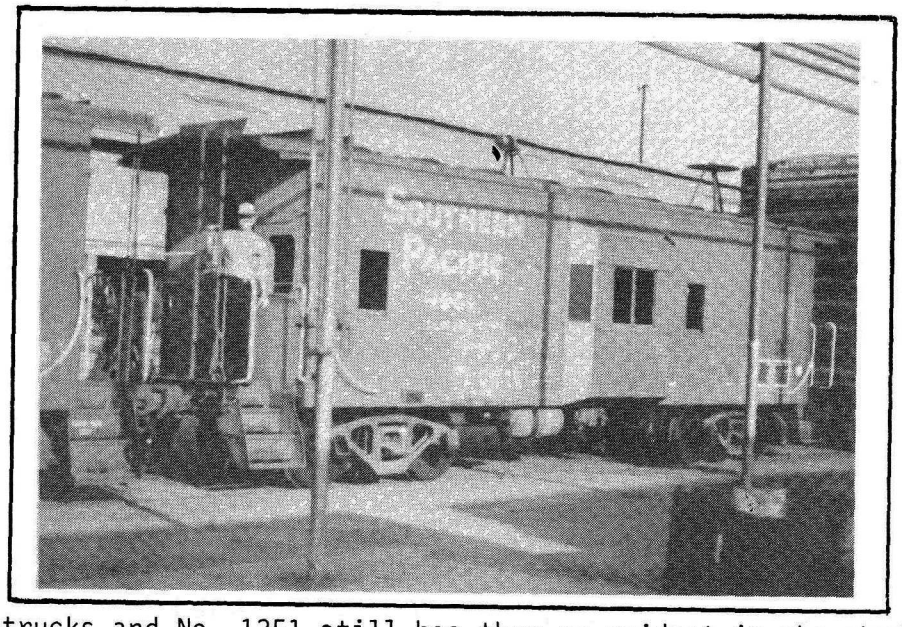
County Supervisor Paul Fordem (ex-Mayor of La Mesa) got the ball rolling for PSRMA nearly two years ago. His replacement on the board this year, George Bailey, who just resigned his job as Mayor of La Mesa, was at our bar-b-que last summer and expressed his willingness to help in the future if San Diego's booming tourist business makes this kind of cash available in the years ahead.

Mr. Bailey, while Mayor of La Mesa three years ago, accepted the AIA Orchid Award for restoration of our La Mesa Depot on behalf of PSRMA and the city. Mr. Bailey and Mr. Fordem were on the La Mesa City Council at the same time and both helped us secure a federal grant for historic preservation to fund our depot project. Its nice to have friends on the Board of Supervisors who are aware of what our volunteers can do and who have solidly supported our efforts in the past.

The $30,000.00 grant is the total allocated to PSRMA over the last two years but the first installment didn't arrive until last month. Several staff meetings were held to plan the best use of the windfall. All museum departments heads agreed that the funds would be best spent to get operation of our demonstration railway started on as much of the SD&AE that our volunteers could maintain and that we could successfully negotiate operating rights on. Income potential from a living railway museum display was the main push behind this action. This kind of operation is the major source of income for similar railway museum outfits around the country and the world.

Restoration and operation of the 1917 vintage Campo depot is part of the package. This would be the location of our ticket office, gift shop and parking lot and visitor center. We are biting off a lot of work here but we are used to this kind of thing now and our members and supporters are always looking for higher mountains to climb. With this new grant and strong member support the light does indeeed shine bright on the tracks ahead!

SOUTHERN PACIFIC DONATES CABOOSE!



Our first ever donation from the Southern Pacific Transportation Company is shown in this Norm Hill photo taken in S.P.'s Taylor Yard in October.

Acquisition Director Roger Garrett is standing on the platform of caboose #1351, a bay window conveyance home built by the S.P. in 1951. Roger led the paperwork charge necessary to save this shack from a promised dismantling that is spray painted on the side.

Fifty of these shacks were built by the S.P. as Class C-30-6 numbered from #1320 to #1369. This class was the last to be fitted with friction bearing trucks and No. 1351 still has them as evident in the photo. PSRMA is very happy to have a caboose of this type, the most common on the S.P., in our collection. Thanks, S.P.T. Co. and Roger for saving it for us. Look for it soon on our spur in La Mesa!

Getting Into Training

by Dick Ruppert

There has been quite a bit of progress in the plans for training since the last REPORT. Mike Reading gave a class in forklift operation December 8th, using some films loaned by HAWTHORN EQUIPMENT COMPANY. Another class will be scheduled for those who missed this one. Vern Cook has agreed to supervise off-rail equipment training for PSRM. The next scheduled classes will be Air Compressors on January 12th, and Speeders on February 9th.

Plans are underway for train crew training. John Ashman will lead off with a series of classes on steam locomotive operation, starting in early January. These classes will be followed by Switchmen and Brakemen classes in March. Following these classes, we'll be seeing operation training at the museum site. Classes for ticket agents and trainmen will follow in April or May, as will classes in diesel locomotive operation. These classes are designed to prepare for our planned start of excursions in late Spring.

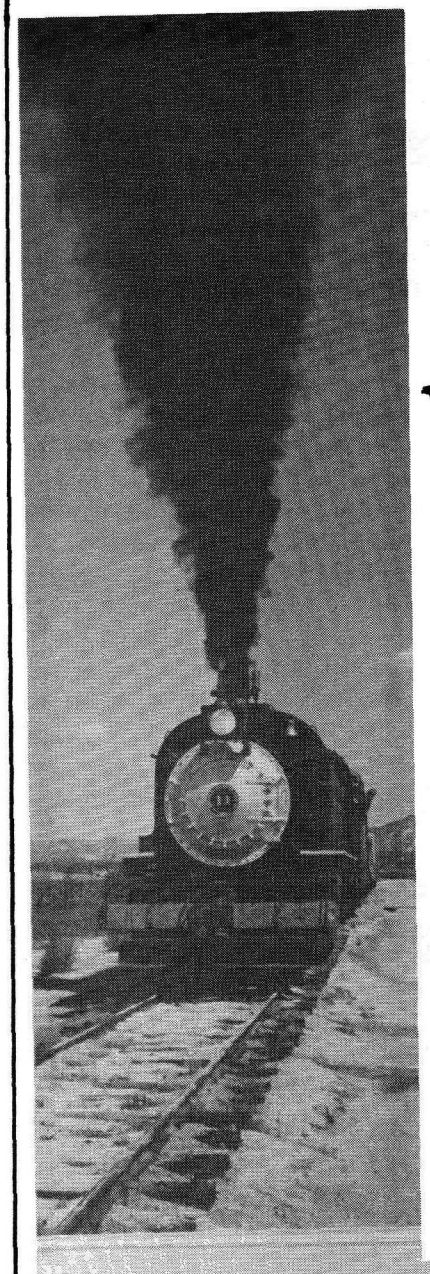
To get on the waiting list to receive announcements about the various (as yet unscheduled) train crew classes, drop me a card with your name, address and phone number. Send it to the La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041. Incidentally, some of the courses may involve some charges to help cover costs of some training materials.

Tentative procedures for qualifying to operate museum owned equipment will involve a certification board. This board will set up its own procedures, but the following may be included. Most likely, a valid driver's license will be required. Taking classes and passing tests is one way to qualify, but individuals whose past experience qualifies them may apply to the certification board without classes, at least for temporary periods. Certification will have to be renewed periodically.

A number of people have volunteered to help in the training program. Scott Thompson is developing some pre-operation checklists for equipment, Ken Locke has volunteered to work with Vern Cook on crane training, Eric Sanders is developing some materials on S.D. & A.E. Ry. history, and Russ Kimball is preparing some materials on Campo area history. Doug Medhurst, Jack O'Lexey, and Roy Pickering will help with video and photography. Dan Robirds, Ron Hyatt, and John Gieffels will help with train crew training. More help is needed to prepare training materials, someone to write on PSRM history, PSRM equipment, on the plants, wildlife, scenic and geologic features in our planned excursion areas, and so on. Please call me, Dick Ruppert at 459-2573 and get into training.

Mechanical Dept.

by John Ashman



E. J. Lavino #10

A rebuilt throttle mechanism has been placed back in the boiler of this little 60 ton kettle by John Ashman and Ken Helm. John Wants to fire up this old coal burning engine for a special New Year's toot and a big push is underway. The heavy throttle was lowered into the steam dome of No. 10 using the tag line hook on our recently acquired P&H 25 ton crane. A little overkill, perhaps, but it sure made a knuckle busting job easy.

Coos Bay Lumber #11

←This Georgia Pacific donation of 1968 was fired up recently to rearrange the equipment string on the museum mainline and is pictured in this photo by Larry Rose pushing hard against a long line of museum equipment with sanders full on. Ken Helm, John Ashman, Chris Cooper and Dan Robirds were crew for this exercise.

EMD #1809

John Gieffels and Henry Lines have good reason to be happy. Batteries for their locomotive project have arrived. The donors listed in the honor roll in this issue provided them, delivered and paid in full thanks to a great deal on a rebuilt set courtesy of Union Pacific's battery shop in Salt Lake City. Jim Hamill and Dan Robirds picked up the set of eight heavy batteries in Los Angeles with a truck loaned by board member Bob Eikel. The Campo area should experience the growl of this 120 ton beast soon, as John and Henry are working every weekend now to get it going.

PSRM #7485

Mike Reading and his diesel maintenance truck loaded by HAWTHORN EQUIPMENT COMPANY are pictured in this L. Rose photo taken during one of Mike's periodic maintenance binges on our little side-rod "ant". This 45 tonner was turned out by General Electric in 1941 and is the museum's number one workhorse, functioning as both road engine and shop switcher. →



PSRM Campo

by Larry Rose

The car shop is now connected to the outside world by rail. From tracks one and two you can get to Anaheim, Azusa, Cucamonga or anywhere else that trains go, thanks to a great effort by the track gang last month. For the last few months the track workers have been given a big boost by our Sea Bee Reservist friends who have been coming out for their monthly drill and working on our railroad and several other projects.

When you add six or seven Sea Bees to the track crew roster for this reporting period, it makes for a good sized group involved in the hardest work there is at PSRM. Here's the crew that finished switch #3 and activated tracks #1 and #2 on October 27th.

Tom Kelly	John Ashman	Bob Haney	Al Barnier	Larry Rose
Bob Schmaldienst	Jim Lundquist	John Manno	Ron Milot	Ron Hyatt
Geoff Shepherd	Dave Swanson	Bob Anderson	John Hughes	John Gieffels
Bob Kullberg	Dan Murray	Bob Arciga	Tona De Baca	John McFarlin

Thanks to these people, SD&A car #050 "Carriso Gorge" should be inside the car shop before the end of the year, if ballast work goes as planned. Wooden caboose #1413 will also be an inside resident soon. The track tampers, now at the end of the museum main line, will be brought up first to level the new track when the ballasting operation gets underway next month.

A lot of work on the car shop has been going on also, much of it as night projects for the guys staying the weekend. The ceiling in the lounge is nearly finished, needing only another coat of drywall mud before final painting. Insulation was installed by Russ Kimball and Ken Locke. Ken, Gene Skoglund, Jim Lundquist and Larry Rose hung the drywall with Jim and Larry nailing the last panel and applying the tape and joint compound on a late Sunday evening.

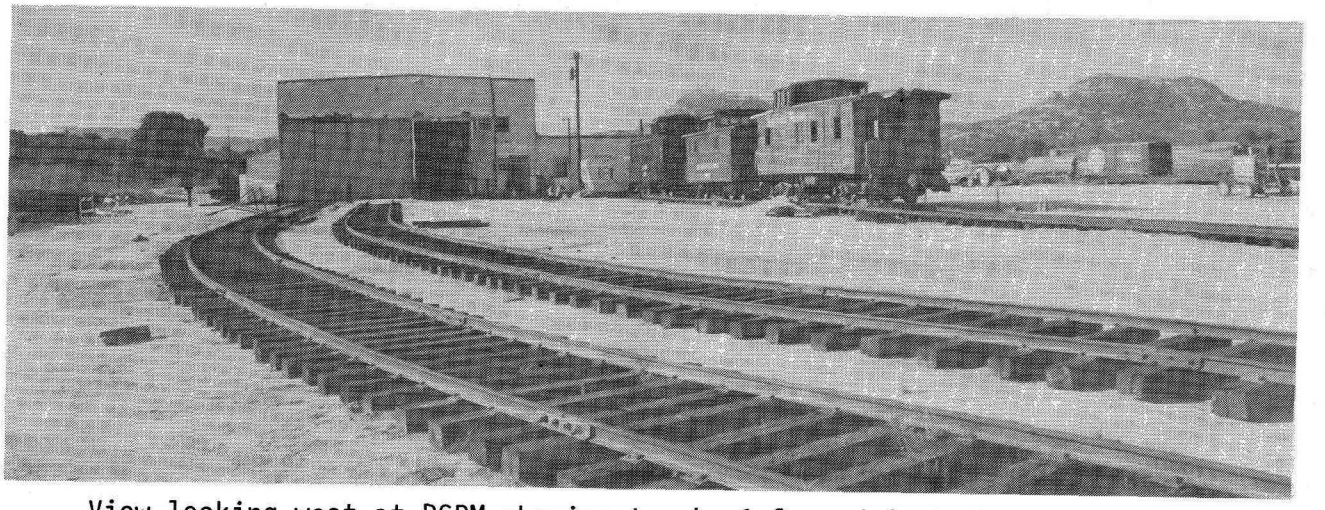
A "new" double sink and counter has been installed in the washroom. Al "Barney" Barnier did the plumbing and, along with his son, covered up the new copper piping with drywall. Larry Rose built the cabinet under the sink top which was scrounged last year from the same restaurant demolition that provided us with narrow gauge steam locomotive CyZ No. 1. Tape and joint compound for the plumbing wall was provided by Norm Hill.

The inspection pit in the car shop has been dug with a borrowed backhoe. Construction will now begin on the pit floor. Russ Kimball C.E. has finished the engineering for the pit and set grading stakes for the excavation. Visitors to the museum will notice blue and orange flagged grading stakes all over the museum grounds which Russ has set to locate crane rails, track centers and tops and bottoms of slopes. The Sea Bees' grader operator, Tony De Baca, using a road grader borrowed from the Border Patrol, has been fine grading the pad for the lower car barn following Russ' stakes, an operation that will continue for several months, depending on how often we can borrow the big scraper. Jim Lundquist and Larry Rose donated the diesel fuel for this operation.

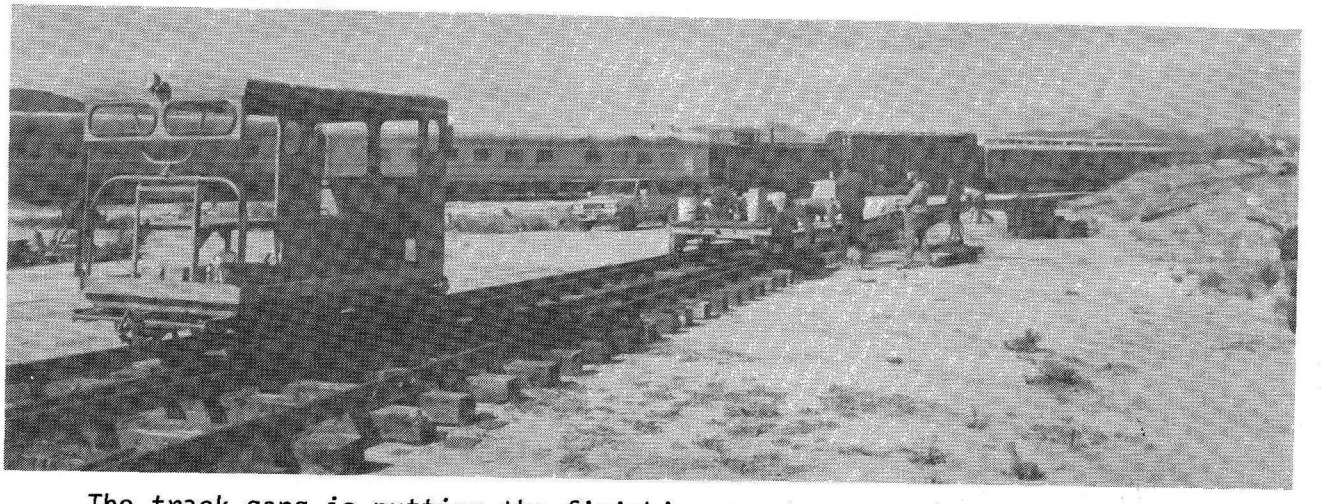
The public entrance to the car shop got some much needed attention from Larry Rose, Dan Robirds, Duane Leal and Caretaker Joe Hartman. Larry and Dan laid a new gravel walk to the entry area and helped Duane and Joe repair erosion damage along the fence next to the street. Joe's tractor cut a new drainage swale along the toe of the bank that is now dotted with young trees planted by Duane.

The first leg of the shop air line system was placed under tracks one and two by Ed Duling, Barney Barnier and Geoff Shepherd. The line will eventually run throughout the shop to power the air tools of our equipment restoration troops. Dale Prescott has donated two retractable air hose reels and Barney has been laying in a supply of quick coupling air line fittings that will be standard for all PSRM pneumatic tools. The two portable air compressors will power the system until the museum can acquire a large stationary unit with a storage tank.

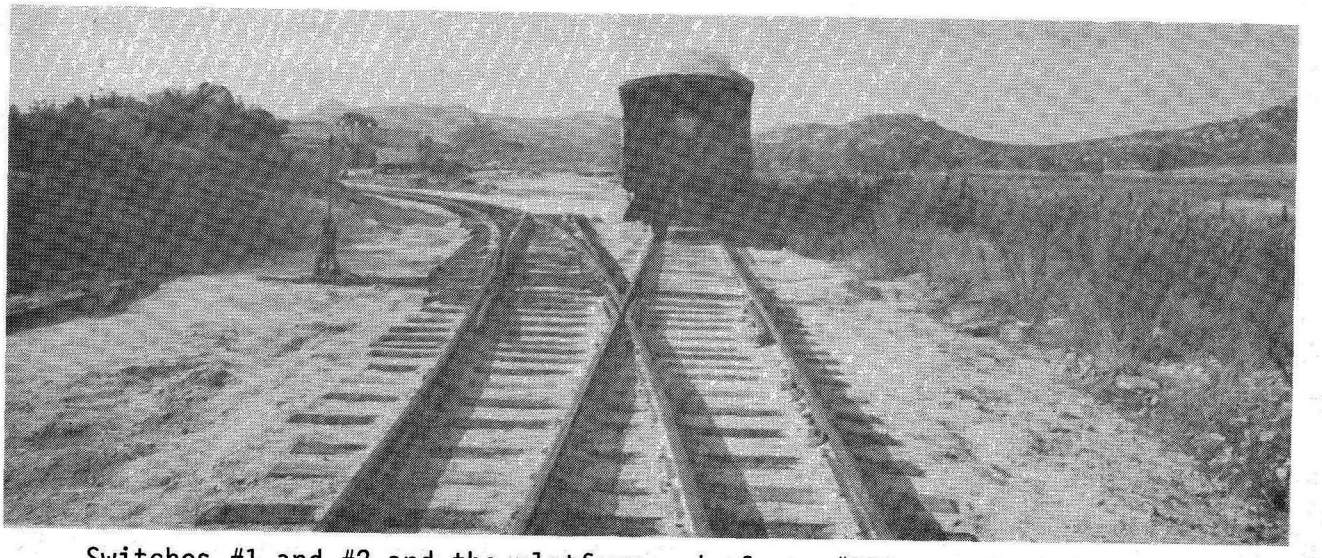
Work continues every weekend with every hand doubling as a part time tour guide now that more people are finding out where we are. Transport is still available at the La Mesa Depot each Saturday morning at 8:00. Many members call the Facilities Superintendent asking if there is anything special going on on a certain weekend. The answer is: There is something special going on every weekend. See you there!



View looking west at PSRM showing tracks 1,2, and 4 at the car shop.



The track gang is putting the finishing touches on switch No. 3 in this view looking north. The crew now travels to work in style in the freshly restored gang car at left. At right in the distance is S.D.& A. business car #050.



Switches #1 and #2 and the platform end of car #050 are shown in this view looking east. Switch #2 is the lead to the lower car barn area. At far right is the S.D.&.A.E. mainline. Three years ago there was a creek bed eight feet below where #050 is now sitting. The new creek bed is at the near right.

(all photos L. Rose)

MEMORIAL FUND TO BENEFIT CABOOSE 644

We are saddened to note that another long time member has passed on. Hal Johnson left for that distant shore last month after a long illness. Hal's many friends in PSRMA extend their sympathy to Hal's wife Wynima and the family. On his last visit to the museum two years ago, Hal helped REPORT editor Larry Rose shovel ballast all day on the museum mainline and had been an enthusiastic PSRMA supporter for many years.

Hal's many friends in the architectural profession have organized a memorial fund in his name to benefit PSRMA and have selected the restoration of S.P. caboose #644 as a memorial project. Hal was a project architect with the firm of Macy, Henderson & Cole AIA in San Diego and his employer John Henderson FAIA has started the fund with a check for $500.00! Larry Rose AIA, PSRMA's project architect, also kicked in a hundred bucks to the memorial fund.

With this cash and the funds already donated for #644's rebirth, Norm Hill's restoration crew should have all they need to get the 1917 wooden steam era veteran back on line and its interior made spotless as a fitting receptacle for a memorial plaque to railfan Hal Johnson.

INDUSTRIAL ARCHEOLOGY (Restoration News)

by Norm Hill

SP 1061

Norm Hill, Dick McIntyre, Steve Norris, Bill Barbour, Dan Marnell, and George Heflin were the workers on this project for this reporting period. Dick McIntyre welded new steel plate on the car's end platforms, replacing all the rusted out metal. Norm Hill, Bill Barbour, and Steve Norris completely stripped and painted the steps and other parts of the platform. Wheels, trucks, brake hardware and other underbody parts were cleaned up and painted S.P. brown also. George Heflin, who is fourteen years old, and Norm Hill have started stripping the car's interior. Norm and Dan Marnell have both contributed money and material to the project. Dan also has worked on the car during the week. He did a fantastic job painting the new window frames. This car is really looking great and when finished will be one of the best restored S.P. cabooses in the country.

ATSF 2286

Norm Hill, Steve Norris, Doug Kerr, Ted Kornweibel and Larry Rose worked on this project recently. I am very happy to report the terrible job of removing the old flooring and tar adhesive is over. This was very hot, slow, time consuming work and I hope we never have to remove old flooring again. The car's interior wood was worked on; a lot of holes, scratches, dents, etc. were filled and sanded smooth, and all the car's woodwork was prime painted. Ted Kornweibel built new storage locker and bathroom doors from the specially milled lumber donated by the LA MESA PLANING MILL. Doug's home work shop was really busy. Norm Hill, Bill Barbour and Doug Kerr rebuilt the car's cupola seats on Wednesday and Thursday evenings. Norm and Steve Norris completed all the paint stripping of the car's walls and ceiling, making this the third caboose interior we've stripped to the bare bones. Larry Rose and Norm then painted all the metal surfaces in grey primer, closely matching the car's original grey when it was built thirty five years ago. (.P.S. Do you know when you are getting old? When you start working on equipment newer than you!)

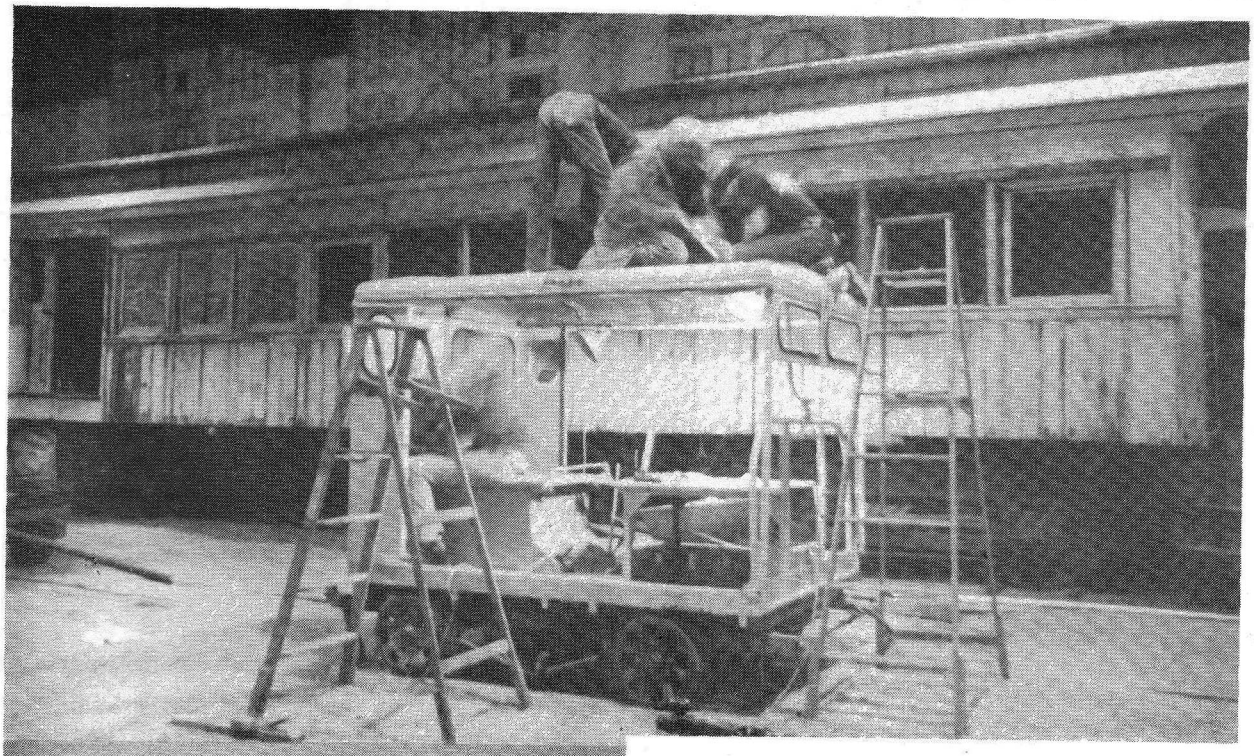
UP 4054

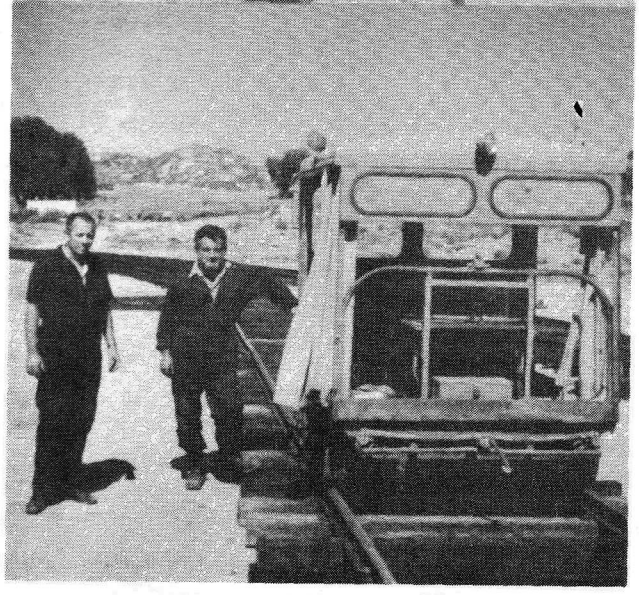
Joel Cox did a lot of general cleanup, inventoried contents and repaired locks on this car. Joel has "adopted" the U.P. diner to push for its total restoration, a tremendous undertaking that will be a lot of work, but he knows he will have something he will be proud of for the rest of his life. If you like the passenger cars or the Union Pacific Railroad, I can think of no better way to show it than by working on this former U.P. car. Contact Norm Hill (714)551-4351 or Joel Cox (619)755-4007 if you would like to help.

FAIRMONT GANG CAR

The prospect of a PSRM track maintenance program extending along the length of the SD&AE mountain division has made the restoration of the museum track car and speeder fleet a high priority. The first up for overhaul was the Fairmont Model A-5 gang car donated earlier this year by the Soutwest Portland Cement Co. at Victorville, California. Jim Enos and Dale Prescott worked over the car's four cylinder Waukesha engine and got it running smoothly with two weekends of work. Jim and Dale also contributed a new fuel pump and battery along with many other small parts to the rebuild effort.

Removal of the caked on cement crud was started by a visiting out of town member whose name escaped me (sorry, mystery member!) and was finished up by Larry and Tanya Rose, Ron and Brandon Milot, Chris Cooper and Joel Cox. Ken Helm donated a new window glass that was installed by Larry Rose and Dan Robirds. John Gieffels turned new brass control knobs for the gearshift and reversing levers on our machine shop lathe. Larry Rose rebuilt the wooden engine compartment cover. The tough job of hand sanding and painting in traditional bright orange was done by Larry and Tanya Rose, Geoff Shepherd, Joel Cox and Chris Cooper. Most of this work was done as an after dinner night project. Normally, it takes a few years of work to get most equipment back in service. Its fun to do a "quickie" project like this at PSRM in only a few weeks! A trailer car acquired along with the A-5 is the current night project. Doug Medhurst, Joel Cox, Geoff Shepherd and Larry Rose are doing the work.





These two photos show the gang car in the "before" condition at left, with Jim Enos and Dale Prescott and "during", top, with Ron and Brandon Milot, Chris Cooper and Joel Cox flailing away with sanders and scrapers in the car shop after midnight. The "after" photos are elsewhere in this issue in the track working and track inspection articles. (photos by Norm Hill)



CRANE(S) MOVED TO MUSEUM

This photo by the REPORT editor shows both PSRMA cranes packed up and ready to roll to the museum at Campo, some 54 miles east of this downtown San Diego location. The rubber tired job has just finished loading the heaviest single component of the big Santa Fe gantry on a flatbed tractor/trailer rig furnished at no cost to the museum by the local teamsters union drivers training program. The teamsters drivers moved all the pieces to the museum where they were off-loaded by our P.& H. rig operated by member Vern Cook, as it has been for this entire adventure.

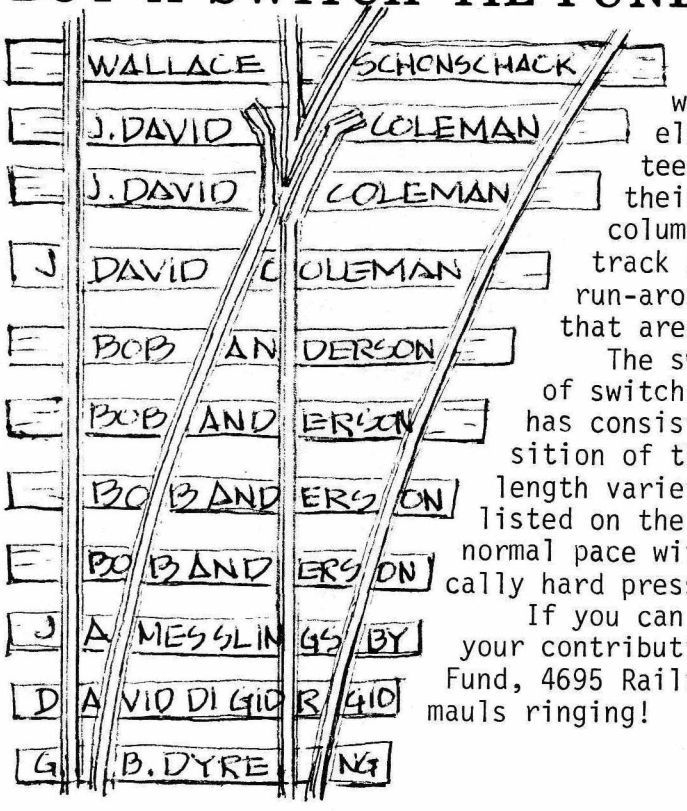
Vern got a special one way permit to drive our P.& H. crane to PSRM where the process just completed will be reversed as the gantry is reassembled across the future engine house tracks. The other project team members, Dick McIntyre and Jim Hamill, layed out all the pieces of our gantry crane "kit" in the desired position north of Caboose Row. Dick welded steel bolt tabs to the major pieces before they were cut apart so they could be easily lined up when it was time for everything to be put back together at the museum. Our metal magician had this project wired from the beginning and the team kept everything happening in perfect order.

Dale Prescott and Jim Hamill cleaned up all the small parts at the downtown site and hauled them all to PSRM. Jim and Larry Rose filled in the post holes left when the catenary support poles were yanked out. Jim Lundquist helped line up the teamster trucks and drivers, a super move that kept this project cost under $2,000.00! Not a bad total for two 25 ton capacity cranes delivered to PSRM! Harry Doering talked his non-member father-in-law into operating the P.& H. crane while Vern Cook was out of town on vacation during one of the work sessions. This kept licensed and experienced crane operators in the cab throughout, insuring a very safe operation.

Special thanks to teamster training director Ken (Red) Gilliland, who got out of a sick bed to help load the gantry sections and coordinate the trucking to the museum. This has been an impressive show so far; stay tuned for the last act: putting the huge Santa Fe crawler back together at PSRM!.....to be continued.

Don't Forget PSRMA Annual Dinner Jan. 19, 1985

BUY-A-SWITCH-TIE FUND



Track work at the museum is moving along well in several areas, as reported in detail elsewhere in this issue. With our track volunteers soon to move out on the mainline as well as their regular work in the yard, the donors in this column will have double duty in their support of the track gang. We will have to install switches for a run-around at Clover Flat in addition to several more that are needed in the yard.

The switch tie fund has kept good pace with the rate of switch installation at the museum. Good scrounging has consistently got more bang for the buck in the acquisition of the long switch ties as well as the standard length variety. Thanks to this good luck and the donors listed on the chart, we have been able to lay track at our normal pace without having to go in debt or raid the chronically hard pressed museum general fund.

If you can help with the switch construction, send in your contributions at $14.00 per tie to: PSRMA Buy-A-Tie Fund, 4695 Railroad Ave., La Mesa CA 92041 and keep those spike mauls ringing!

MEMBERSHIP NEWS

by Tanya Rose

We are very happy to welcome these latest additions to our growing roster of rail enthusiasts. As you perhaps are aware, I have been your membership director for several years and I am impressed with the fact that we always seem to grow by leaps and bounds each passing year. My personal "honor roll" includes the many faithful supporters who have consistently renewed and/or upgraded their memberships. Also appreciated are the very nice people who don't necessarily give from their abundance but "tip the cup" in order to help us along either with donations of money, their precious spare time or their cheering the hard-core along with fan letters. Bless you all, and may our newest members listed here enjoy their association with us for many years!

SUPPORTING

Ray, Peggy & Marjorie Ayers

CONTRIBUTING

Robert Crankshaw

SUPPORTING

Gary A. Dunn

REGULAR

Herman R. Rosenthal
Charles S. Larrabee
Terrance L. Holzenberg
Gordon Cologne
Gene A. Skoglund
Dennis R. Crile
Christopher Judge
Gary Handy
Stephen P. Garrett
Joseph Palmer

FAMILY

John W. & Bobby McClelland
Donald, Nancy, Eddie & Andy Jones
E. E. Law, Jr. & Stella Law
M/M Ray R. Dunakin, III & Steven
Bill, Linda, Kim & Matt Palmer
George A., Anne Marie & Gloria Glaeser
Ed & Theo Silva
Ron & Deyna Abbey

INDIVIDUAL $20 per year
SENIOR/STUDENT $10 per year
FAMILY $25 per year*
CONTRIBUTING $35 per year
SUPPORTING $50 per year
SUSTAINING $100 per year
CORPORATE/BUSINESS $100 per year
LIFE $500 (*please list spouse & children)

Honor Roll

This section of REPORT is to recognize the contributions of cash, goods and services donated by members and friends and not recognized in separate articles elsewhere. Most of these donations are spontaneous gifts to one project or another and sometimes members gang up and start their own project. This kind of member involvement is the very essence of PSRMA and this month's group of donors have started a few projects rolling and have caused some on-going projects to get finished off in short order.

This first group responded to the La Mesa Depot management committee's call for a steel caboose to be a permanent part of our La Mesa Depot display to occupy the space left when our wooden caboose #1413 left for Campo last year. These people have raised nearly $1,000.00 for this project in a little over one month's time with out of pocket cash, a monster bake sale, breakfast and luncheon events!

Margaret Barksdale, Trig Stanley and Roy Pickering are the project leaders for this one. The donors are:

Margaret Barksdale	Peggy Hanley	Dorothy Cotton	Pearl Smith
Trig Stanley	Tanya Rose	Barbarann Parker	Dr. Dan Marnell
Henrietta Kecskes	Kay Montgomery	Mabel Perrapato	Rose Pickering
Joyce Trask	Val Schwing	Rose Cooke	Barbara Simpson
Sophia Crosley	Betty Brown	Max Miller	Gordon Buck
Cecil Badman	Al Ellis	Roy Pickering	Tom & Evelyn Early
Kay Stout	Mary C. Sanders	Jim Lundquist	George Heflin
Robin & Scott Johnston	Pat Ketler	Frank Kearney	George Mitchell
Vince Alesi	Irma & Lanny Starr	Ann Ruppert	Hallie Holmes
M/M Walter V. Andert	Mike & Rachel Retz	Chop & Janet Kerr	Betty & Carmen Donavon
P. Allen Copeland	Bill Sobieski	Tammy Margetts	Pearl & Trevor Clark
Ann McVeagh	Elaine & Bob Warner	Ron Milot	"Momma" Lina
Ann Kirklin	Bruce Semelsberger	Harry Doering	Bill Niedrich

The next group of donors responded to a single sentence in the last issue of REPORT mentioning the need for a set of locomotive batteries for our 120 ton MRS-1 engine #1809. The batteries have been purchased from Union Pacific in Salt Lake City and shipped to Los Angeles. By the time most members read this, the batteries should be installed in #1809 at Campo. These people have put this project to bed!

Jim Lundquist	John Gieffels	Bill Niedrich	Bob Eikel
J. David Coleman	Henrietta Kecskes	Geoff Shepherd	Terry E. Durkin

Many other members respond to needs that come up in various departments alerted only by rumor or intuition. Here are the latest of these surprise donors:

GARY DUNN of San Gabriel donated a brand new Kodak Carousel slide projector and twelve slide trays! Our Speakers Bureau people have been needing one of these, having been getting by on borrowed units for years. Also donated was a programmable scanner and C.B. unit for our engine crews! Still not through, Gary included a large box of timetables and railroad paper items for the PSRM Library.

BRENDA M. BAILEY heard about the volunteers at PSRM shivering at night in the bunkroom since our old hand-me-down heater conked out several months ago. She solved that problem by donating a brand new oil electric heater and even furnished the place with a nice rug and coffee table. No more frozen feet enroute to the shower!

GENE WILCOX of Alpine designed, fabricated and donated an efficient aluminum can smasher that we have mounted near the Coke machine at PSRM. Funds from recycled cans go to the Mechanical Department (because they go to the trouble to cash them in!)

BARBARA SPENCER of Burbank donated a complete ground throw switch stand that was delivered to PSRM by Tim Miller. The stand was donated in memory of Jim Spencer, noted author of several books on Western logging railroads.

MIKE DE MENECES of Glendale set up a terrific donation by way of the FRENCH PAPER COMPANY of Niles, Michigan. Mike scored $3,000.00 worth of beautiful heavyweight buff colored paper, perfect for train tickets, brochure covers, membership cards, posters and who knows what! The 2,000 lbs. of paper, enough to last for years, was picked up and stashed in our steel reefer by Jim Hamill, Harry Doering, Jim Lundquist and Dale Prescott.

NORM HILL of Irvine, our Restoration Director, routinely donates supplies and equipment to keep his various projects going. It was about 500 bucks worth of stuff this time! (Many of our other regulars do this too, but are publicity shy, afraid that their wives will find out!)

JACK O'LEXEY, our groundskeeper, has funded the construction of a fourth door into the car shop. This will be on the west end of the building, so the forklift can get to the track three restoration area.

DR. DAN MARNELL, a member of PSRMA's Board of Trustees, has made another heavy cash donation to our library fund.

C. GREG BARTON has also contributed cash to our library project.

RUSSELL HADLEY of Vista donated books and paper collectables to our growing library collection.

DOUG KERR of Irvine has donated big cash to the S.P. Caboose #644 fund. Norm Hill is gearing up for this project, due to start after the first of the year.

GEORGE WINNETT, who rebuilt the engine of our Santa Maria Valley railbus, has donated enough cash to start the cosmetic phase of restoration of this Model A powered antique.

The "whatever" donors are back again to bail out PSRMA's current hot project which is still the difficult crane move and reassembly adventure. They are: Mr. and Mrs. Steve Kecskes, Kathleen Brown, C. Greg Barton, and Mary C. Sanders.

HERZOG CONSTRUCTION COMPANY, the outfit now building the East County branch of the San Diego Trolley, donated about 250 excellent ties that were trucked to the museum at no cost thanks to some innovative arrangements by Jim Lundquist. (Board member Bob Eikel donated use of a dump truck and Jim Hamill did the mid-week driving.) That's about $3,000 bucks worth of hard to get "Paul Bunyan Tooth Picks"!

WESTERN SANDBLASTING of Santa Ana, Loyd Gage owner, has been cleaning up many small parts for our restoration program and donated the rebuilding of our steel sandblasting pot complete with paint, parts and hoses!

ROD FJELLMAN DRYWALL CO. of San Dimas donated a new box of drywall mud that went immediately on our new crew lounge ceiling.

CREST INSTALLERS of Anaheim donated special milled lumber for the catwalk of our C&O caboose.

DICK MC INTYRE does welding at the museum every weekend. This and the big crane project eats up lots of welding gas and supplies. He has never turned in a bill, a big reason how we got two cranes acquired and moved to PSRM for under $2,000.00!

LA MESA DEPOT STAFFERS

Trig Stanley, our staffing coordinator, has been ill and didn't get a report in this time, but we want everyone to know that our hardworking depot docents are keeping the depot open every weekend. Thanks, people.....proper recognition will come in our next issue. Get well soon, Trig!

104 & 050 FUND

The members that are on this month's donation list have, for the most part, been here before. Look back over the newsletters of the last few years and you will find all these names supporting every PSRMA fundraiser. They are the reason that PSRMA works and makes big things happen like saving the only surviving SD&AE steam locomotive and business car. With the rescue now nearly paid for, this column's donors will soon be building the fund for restoration of these priceless relics. Thanks to all for coming to the aid of your railroad museum.

J. David Coleman
James T. Slingsby
Carol Lundquist
Richard & Roberta Drover
Larry Granfield, III
Max Miller
Wallace A. Schonschack
Clifford Prather
Duane Leal
Russ Joslin

EVERYTHING TRAINS GIFT SHOP NEWS

HERE NOW! - "The San Diego and Arizona" by Hanft. This brand new book is better than we had expected it to be. It covers our hometown railroad from the earliest frustrated attempts, through J.D. Spreckel's successful construction, and right up to the San Diego Trolley and PSRMA's "Great Freight". It is a treasurehouse of excellent photographs, many familiar, many unfamiliar, of the San Diego and Arizona Railroad, its predecessors and its successors. This is now the definitive history of the SD&A and the SD&AE, and it belongs on every San Diego railfan's bookshelf. Our first shipment sold out within a couple of weeks, but we'll have more by the time you read this. Come in and see it now.

SAN DIEGO AND ARIZONA EASTERN POSTCARDS, dating back to the steam passenger era (probably the mid-forties). We found a few original three-card sets, most still in their original paper bands. One card shows a steam passenger train on the high trestle in Carriso Gorge, a second card shows several trestles in the Gorge, and the third shows Downtown San Diego with trolleys on Broadway. The first sets went straight into the Museum's collection, the rest will be sold in the Gift Shop by request only. They're not out on display, you'll have to ask for them, as we want them to go to interested collectors, not as souvenirs. The price is very reasonable, so they won't last long.

AND THE SANTA FE, TOO! We also picked up some old postcards of the Santa Fe depot. There are several similar shots, showing the San Diegan behind E units, the collonade in front of the Depot (where there's just a parking lot now), and some show trolleys on Broadway.

SPECIAL SALE! Don't miss our End-of-the-Year Sale! We're marking down a lot of merchandise because there's just so much room in a railroad car, and it's a bit difficult to add a second floor! So c'mon, do your bit for PSRMA and get a bargain for yourself! Look for the special sale tags all over the shop.

THANKS TO OUR VOLUNTEERS for September, October and November -

Cecil Badman (2)	Kathy Danielson (2)	Terry Danielson (2)
Linda DiGiorgio	Bette Donovan (5)	Carmen Donovan (5)
George Geyer (2)	George Heflin IV (20!)	Brian Jackson (2)
Traci Jackson (2)	Sheila MacKay (2)	Roy Pickering (3)
Dick Ruppert	Bill Schneider	Dave Slater (2)
Eileen Snider	Charlie Wade (3)	April Wingerter (2)

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.

Dues Raised

The Board of Trustees has voted to increase the basic dues catagories effective January 1, 1985. It has been six years since the last increase. Only three of the eight catagories are to be changed, increasing by five bucks. Regular membership will be $20.00, Family membership will be $25.00, and contributing membership will be $35.00. Student and senior memberships will stay at $10.00, unchanged along with the other catagories.

Inflation eventually catches up even with all volunteer outfits such as ours, making a move like this necessary in order to keep going and growing at our present rate and to continue to pursue the high standards of operation that has been our goal from the beginning. Six years ago, the voting members gave 98% support to a dues increase like this and we hope to be worthy of the same percentage support this time as we stand on the threshold of establishing the finest monument to old-time railroading in the Southwest, if not the world. Membership comment on this move is encouraged.

Financial Report Available

The PSRMA financial report for 1983 is now available to members. Send a note to Harry Doering for a copy. To hold down costs we are printing only enough to meet the demand. A stamped, self-addressed envelope with your request would be a big help. Send to: Harry Doering, La Mesa Depot, 4695 Railroad Ave., La Mesa CA 92041.

Gaslamp Trolley Update

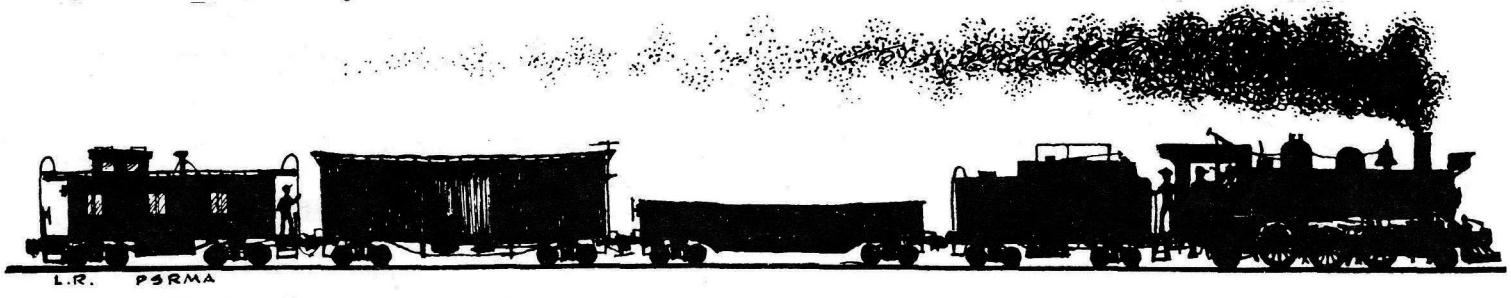
PSRMA's long time goal of offering members and the general public an operating museum railway is nearing reality. Understandably, PSRMA's planning does not include the trolley. But all is not lost! The San Diego area has an attractive and modern trolley, possibly a growing number of trolley fans, and old time San Diego car bodies available for restoration.

At the suggestion of the Gaslamp Quarter a few interested trolley buffs are calling a meeting for discussion of the feasibility of establishing a trolley museum in or near Gaslamp. A meeting will be called in January, date to be determined. The agenda will include a trolley update and the museum proposal. Interested trolley fans should call Eric Sanders (469-1288) or Richard (Dick) Pennick (463-2276 evenings only) to indicate their interest and be notified of the meeting date, time and location.

History Research Contest

Attention writers, historians and researchers. The San Diego Historical Society is sponsoring its seventeenth annual Institute of History to encourage articles on subjects of local significance. There are $1800.00 in prizes available for articles on several catagories of San Diego and Southwest area history.

Contest rules are available from the REPORT editor or can be picked up at PSRMA's library on most thursday evenings. A paper on railroad history could earn the writer $300.00, the top amount for most catagories. Papers are due on April 27, 1985. See you at the library!



GET IN THE P.S.R.M.A. HABIT !

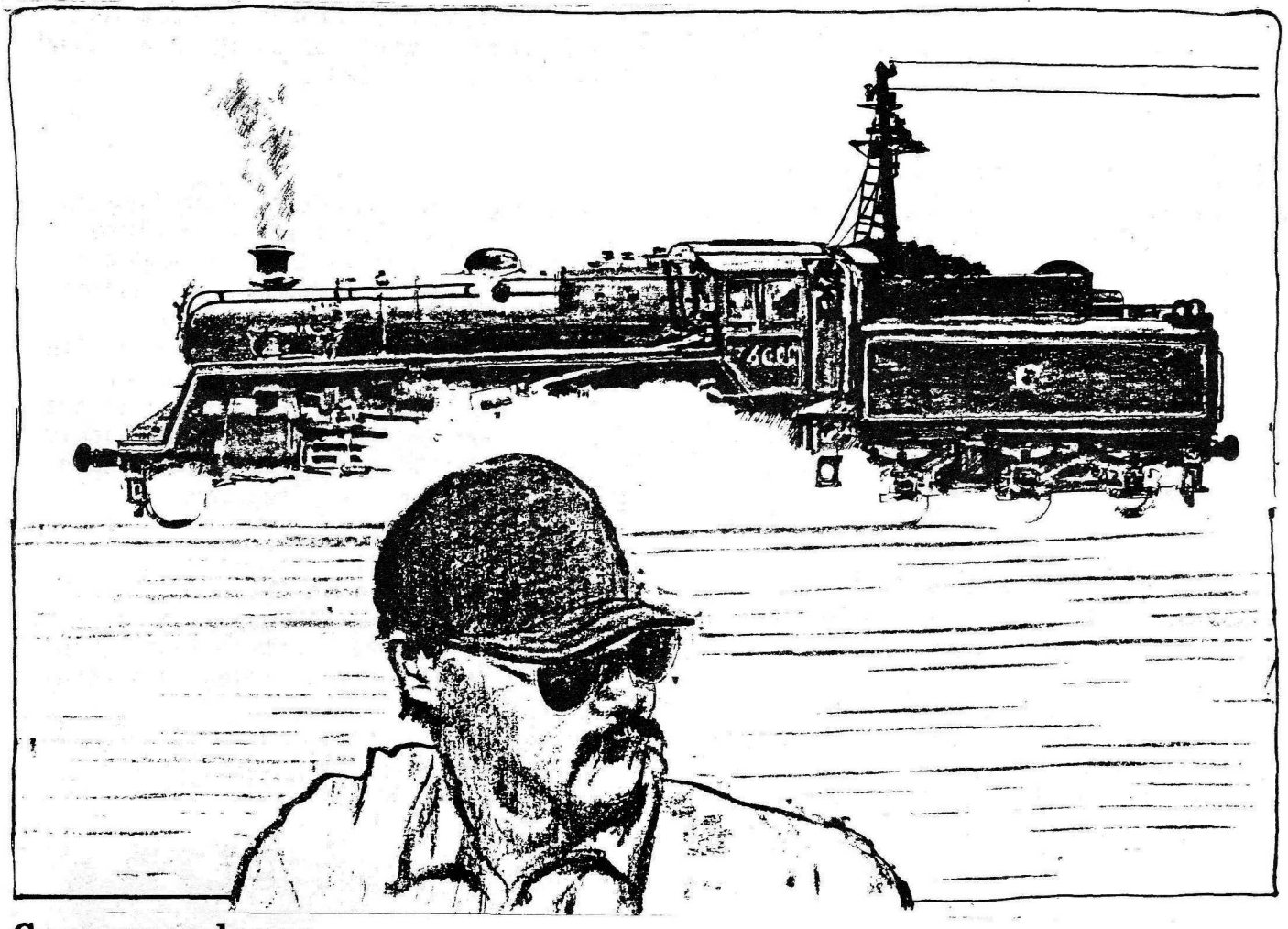
CALL FOR NOMINATIONS

by Chalmers Kerr, President

At the beginning of each new year it is the privilege of the Association membership to make nomination(s) for a person or persons to serve on the Board of Trustees. This is in accordance with the PSRMA Bylaws Article IV, Section 2. Election for trustees will not be required in 1985 as the Board is still in its growing phase and a fixed working number of trustees hasn't been established. However, there is a maximum of 45 trustees possible. All nominees will be reviewed by the existing Board members for consideration to be seated as a trustee.

The requirements for nomination are as follows: Any two (2%) of the Association membership (approximately 25 members), other than those composing the Nominating Committee, can make a nomination for a member of the Board of Trustees by filing or causing to be filed, with the Secretary of the Association a petition, in writing, for such nomination, signed by all the members making the nomination. Such a petition shall also include a statement signed by the person nominated that he or she agrees to serve.

Please mail petitions to: Robert Eikel, PSRMA Secretary, 2363 Needham Road, El Cajon CA 92020.

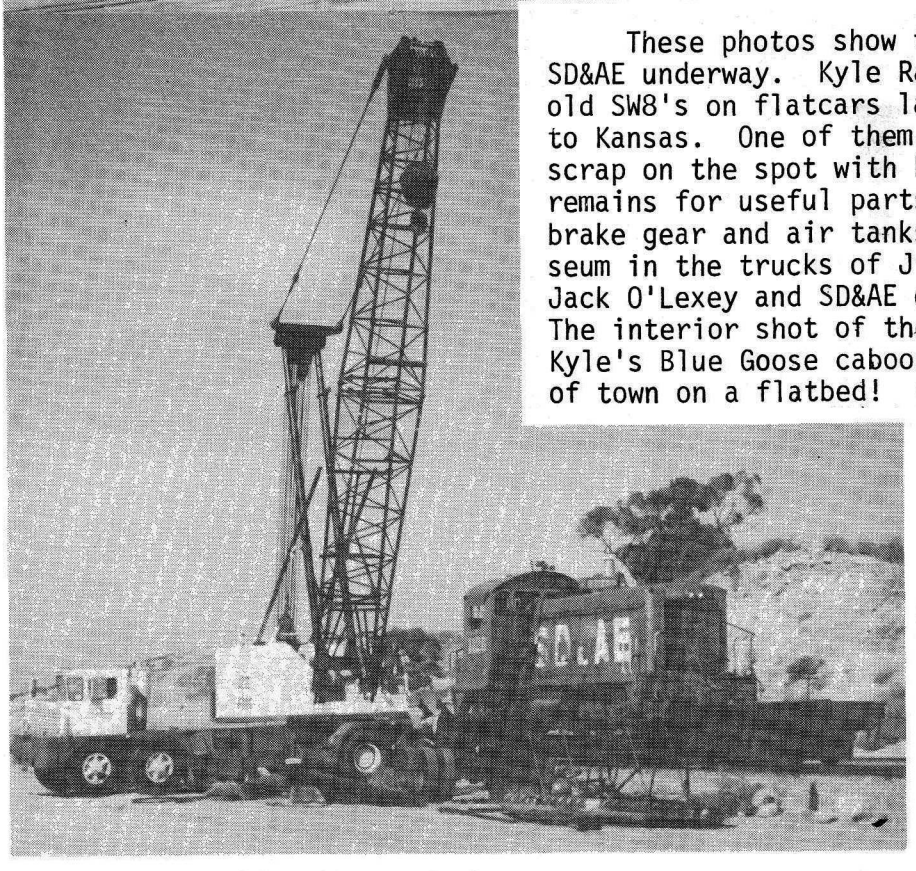


Correspondence

One of the most interesting things about being a PSRMA staff head is answering the letters we get from all over the world. Many of the staff have picked up "pen pals" from all over. The drawing reproduced here was sent with a letter to the REPORT editor from Roger Newton of London, England. This pencil and felt tip sketch is a self portrait of Roger, an accomplished artist and serious railfan. Roger takes his sketch pad instead of a camera when he goes train chasing. He has a lot to choose from. There are ninety preserved railways and clubs that own vintage equipment in a country half the size of California.

SO LONG SD & AE

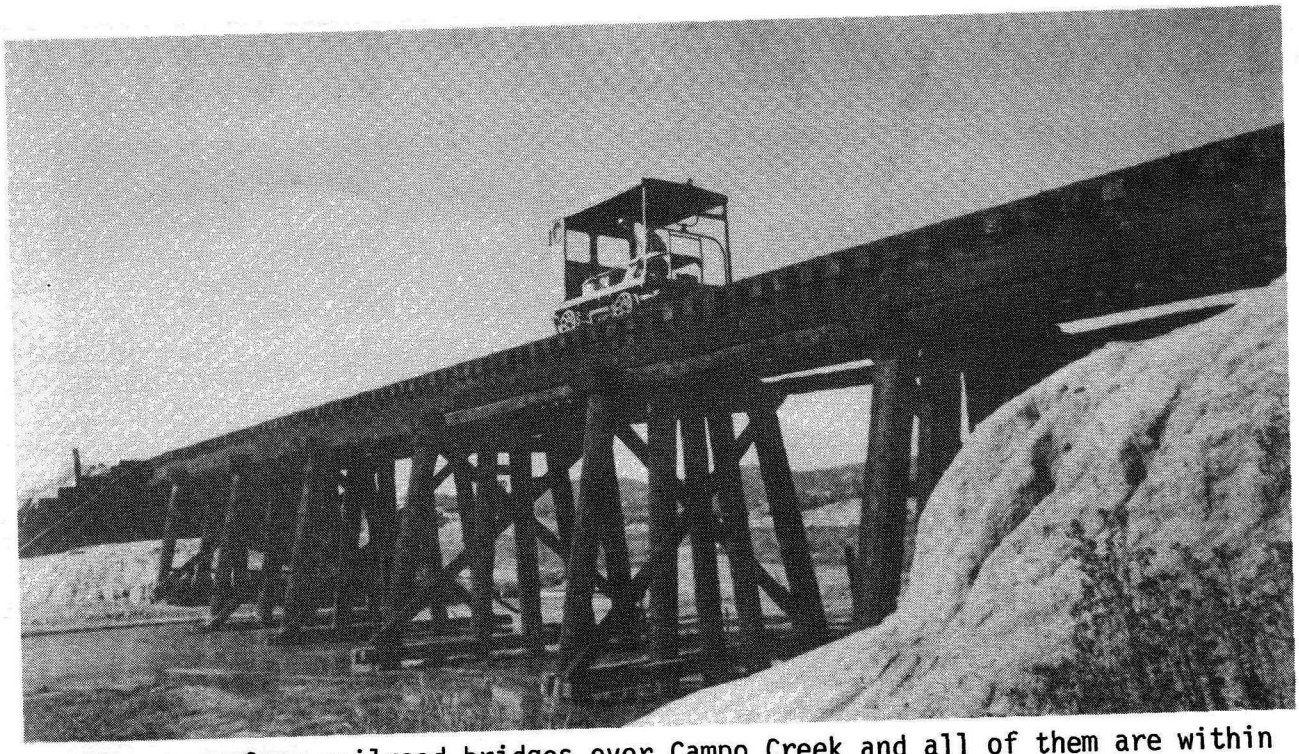




These photos show the last gasp of the SD&AE underway. Kyle Railways Inc. loaded their old SW8's on flatcars last month and sent them to Kansas. One of them, #1110, was cut up for scrap on the spot with PSRMA picking over the remains for useful parts. Seats, headlights, brake gear and air tanks were hauled to the museum in the trucks of Jim Lundquist, Dan Robirds, Jack O'Lexey and SD&AE engineer Gaylen Dyreng. The interior shot of their San Ysidro barn shows Kyle's Blue Goose caboose which was trucked out of town on a flatbed! (Dave Mason photo) The crane pictured here has just loaded #1126 on a flatcar. This was the first diesel locomotive ever lettered for SD&AE. (Norm Hill photo)

The new Texas based operator, the San Diego and Imperial Valley Railway, took over all operations in October and now have two ex-Santa Fe SW9's working the line. PSRMA wishes them all the best.

Support Your Local Railroad Museum



There are four railroad bridges over Campo Creek and all of them are within ten miles of the museum. The most substantial of these is shown on page four of this issue. All of them are steel except the trestle pictured here. This structure would seem to be the most vulnerable to flooding, but an inspection by PSRM's track gang showed it to be in very good shape. Its only 3/4 of a mile east of PSRM at the head of the Campo meadow. Superintendent of Operations John Ashman is piloting the speeder. (Larry Rose photo)

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